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The Hongkong Telegraph

(ESTABLISHED 1881.)

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September 21, 1917. Temperature 6 a.m. 81° 2 p.m. 80°
Humidity 77° 87°

September 21, 1917. Temperature 6 a.m. 80° 2 p.m. 83°
Humidity 88° 76°

WEATHER FORECAST
OVERCAST.
Barometer 29.87.

7756 日六初月八

FRIDAY, SEPTEMBER 21, 1917.

五拜禮 號一廿月九英港香

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REUTER'S TELEGRAMS.

NEW BRITISH OFFENSIVE.

A FINE SUCCESS IN THE WEST.

VALUABLE POSITIONS AND MANY PRISONERS CAPTURED.

London, September 20.
Field Marshal Sir Douglas Haig reports:—We attacked this morning on a wide front, to the east of Ypres. Satisfactory progress is reported. We have already captured valuable positions.
Further Details.

London, September 20.
Reuter's correspondent at the British Headquarters says:—The British have renewed the offensive on a big scale. It is impossible at present to define the flanks. The fighting zone lies astride the Ypres-Menin road and is directed against the German positions at Glencoe Wood, Inverness Copse, Nonne, Boschen and Polygon de Zonnebeker, standing on high ground. The possession of these positions would complete our mastery of the Westhoek Ridge system.

There was heavy rain during the night, but the weather cleared by dawn and the all-important element of visibility is reasonably high, while the ground is not seriously affected. The attack differed materially from previous battles, in various aspects which it is not permissible to indicate but which were dictated by the necessity of devising some formula for dealing with the enemy's new defensive tactics.

The enemy's well-boxed and shell-cratered ground was subject to great artillery concentration for a week. By day our heavy guns carried out intense counter-battery work and destructive bombardment of the defensive position, while at night field guns and trench mortars pitched gas shells and oil drums among the enemy, the effect of which may be guessed by the fact that two nights ago one hostile artillery group so attacked did not reply. Thus the way was pretty effectively cleared for the infantry.

The actual preliminary bombardment was short, but it was of incredible intensity, consisting of a series of barrages one in advance of the other. All the troops had thoroughly rehearsed their parts, and by the devotion of the Divisions in remaining in the line longer than usual, it was possible to put more than a nominally large proportion of fresh troops into attack. Considering the circumstances, the communication was good, for which due credit must be accorded to the New Zealand Brigade, which, during the comparatively short period of preparation preceding the attack, carried over 30,000 feet of telegraph cable so deep as to defy any shelling. The Germans, who fully realised what the loss of this line would mean, offered strong opposition to the infantry. There was intense machine gun firing from redoubts, etc., but our artillery soon found these spots. Tanks are being employed in limited numbers, owing to the unfavourable ground, but our airmen already report that three enemy machines are moving to the assistance of the infantry, where the latter are temporarily held up. Our flyers are taking a great part in the battle, carrying out an unprecedentedly elaborate and co-ordinated offensive.

Another Fine Success.

London, September 20.
Reuter's correspondent at the British Headquarters says:—To-day's attack has been another fine success for British arms. Our troops have penetrated to a depth of a mile, which is a wonderful achievement considering the character of the ground. Advanced troops have reached the Zonnebeker Gheluvelt line, and also beyond the central parallel of Polygon Wood. We are now bombarding the Germans menacing for counter-attacks. It is believed that the prisoners reach four figures. Every shell hole yielded about a dozen prisoners, sometimes surrendering without resistance and sometimes fighting stubbornly.

In one instance, the inmates of a semi-concealed crater held up our troops for a considerable length of time by bombing. In other instances, the enemy came out with fixed bayonets, as the barrage crept towards them.

The first advance was made most rapidly in light skirmishing order. A Boche admitted that they were taken by surprise at the rapidity of the attack. We swept over places which have figured in the communications since July 31 as serious obstacles, such as Pommerehne Castle, Borey Farm, Iberian Blockhouse and "Gallipoli." The Schuler Gallery, which is a long line of pill-boxes—small concrete turrets erected in shell holes—gave much trouble, but the onslaught of our men was irresistible. At Schuler Farm, which is surrounded by water, two tanks attacked, obtaining thirty prisoners, who were blanching-looking men afflicted with tremors from the ordeal of our artillery.

Battle in Full Swing.

London, September 20.
A German official wireless message says:—The battle is in full swing on the English front from Langemark to Hellebeke. There has been bitter, fluctuating fighting all day long in the foremost part of our defensive zone.

Intense Artillery Fire.

London, September 20.
A French communique states:—There is intense artillery firing south of the Oise, in the Champagne sector, at Trornillet, at Highmont and on both banks of the Meuse.

The German Version.

London, September 20.
A German official wireless message states:—After most violent fire between Houthulst wood and the Lys, the English launched strong attacks on a broad front at daylight. French attacks yesterday near Hill 344 were unsuccessful. We shot down twenty aeroplanes.

GERMANY AND BELGIUM.

London, September 20.
The Tages Zeitung states that Count Westarp, the leader of the Conservatives in the Reichstag, has gone to Headquarters, on the invitation of General von Hindenburg, to discuss the question of Belgium. The interview is considered most important.

DISASTROUS CYCLONE IN AUSTRALIA.

London, September 20.
Reuter's correspondent at Sydney says that a remarkable cyclone has swept over the country, causing widespread damage. Two deaths have been reported and it is feared that there are others.

REUTER'S TELEGRAMS.

GERMAN "CONCESSIONS."

The British Attitude Outlined.

London, September 20.
Reuter understands that the following is the view of the British in well-informed quarters regarding the attitude of Britain and her Allies towards the recent general, but of en contradicted, statements in the enemy press, particularly the German Press, concerning the foreshadowed intentions to make "concessions" in Belgium and elsewhere:—These have not passed unnoticed; but the Allied Governments have in no wise failed to appraise them at their true value and to realise that at bottom they express the fact that Germany knows that she cannot win the war. It is perfectly well understood that Germany is now seeking, in view of the recent events on the North-Eastern Front, to impress upon the German public that her military position is now such that she can suggest, in some specious fashion, a plan of action that would satisfy the pan-Germans and that might also appeal to the pacifists of Allied countries. It is, therefore, just as well that those in the Central Powers who are organising this so-called peace movement should realise that their machinations in no wise deceive the Allies, whose views and determinations regarding the kind of peace they will accept have undergone and can undergo no modification whatever. As far as the Allies are concerned, no end of the war is possible until the end for which this terrible conflict was commenced and has endured for over three years has been attained, namely the final disappearance of Prussian militarism. Only those possessing a Prussian mentality can regard without horror the double loss of life and treasure deliberately brought about by Germany in this war, and in this sense it is true that the Allies would welcome peace, but enemy efforts to cover the real issue are as hopeless as they are characteristic.

FIGHTING THE SUBMARINE.

New Methods Meeting With Success.

London, September 20.
It is authoritatively stated that anti-submarine measures are meeting with success and a further reduction of losses is expected. It can be stated on official authority that the results of methods adopted last month justify growing confidence. A naval officer states:—"No sensational inventions are being used and no sensational results are to be expected. The sinkings will continue, but the submarine is defeated. If the public knew what we know, they would not have the slightest anxiety. Good results are being secured from the new smoke cloud defence system, by which dozens of ships have been saved. The system whereby "smoke-boxes" are thrown overboard, which throw out smoke clouds, thus concealing the ships, have been in use for some months by British ships, the great majority of which are supplied with these smoke-boxes.

THE ROYAL TOUR.

London, September 20.
His Majesty the King concluded his tour in West Scotland and reviewed at Glasgow two hundred survivors of torpedoed merchantmen, including the Lusitania. He congratulated the stewardesses of the Lusitania on their recovery from their terrible experiences and also congratulated an apprentice on winning the Distinguished Conduct Medal in a fight against a submarine.

TAXING BACHELORS AND WIDOWERS.

London, September 20.
Reuter's correspondent at Melbourne says that owing to the opposition of Ministerial supporters, the Government has withdrawn the proposal to tax the unmarried. It now proposes a five per cent. super tax on the incomes of all bachelors and widowers, irrespective of age. The Senate has passed the War Time Profits and the Shale Oil Bounty Bill.

NEW COTTON SCHEME.

London, September 19.
The Cotton Control Board has approved of a scheme to allow dealings in futures on the Liverpool market from October 1, and in all positions commencing in January to August with little restrictions. The basis of the grade of cotton agreed upon is good middling instead of middling, which change will make business freer between merchant and buyer.

QUEBEC'S NEW BRIDGE.

London, September 20.
Reuter's correspondent at Quebec says that the bridge span has now been raised ninety feet. The engineers have ordered that the hoisting is not to exceed two feet in fourteen minutes.

RUSSIANS STEM ENEMY OFFENSIVE.

London, September 20.
A Russian official wireless message states:—We drove back, with great losses, the enemy offensive east of Lemberg, in the direction of Riga. The enemy recaptured sector positions to the south of Gracze.

London, September 20.
A German official wireless message states:—A Russian attack in the west of Arbore, in Bukhovina, was driven back, but they again endeavoured to advance.

FRENCH SHIPPING RETURNS.

London, September 20.
The French shipping arrivals during the past week were 980 and the sailings 894. The sinkings were two over and two under 1,600 tons. Two vessels were unsuccessfully attacked.

RUSSIAN AFFAIRS.

London, September 20.
Reuter's correspondent at Petrograd says that the Heligoland Soldiers' and Workmen's Delegates have consented to the Government's demands to send back to Petrograd the exiles, mentioned on September 11.

The Committee of the Cadets Party has passed a resolution urging Cadets not to participate in the Democratic Conference, because the conference can only reflect the views of the Soldiers' and Workmen's Delegates, and, consequently, cannot alleviate the country's position.

REUTER'S TELEGRAMS.

ARGENTINE AND GERMANY.

Severance of Relations Favoured.

London, September 20.
Reuter's correspondent at Buenos Aires says that the Senate has almost unanimously voted to sever relations with Germany. The resolution now goes to the House of Deputies. The public feeling in favour of the passage of the resolution is strong.

An American Announcement.

London, September 20.
Reuter's correspondent at Washington says it is officially announced, in connection with Sweden's reply to the Luxemburg affair, that no messages were transmitted for Germany to or from Berlin through the United States State Department, without the United States knowing the contents.

EARLIER TELEGRAMS.

IMPORTANT DEBATE IN FRENCH CHAMBER.

Paris, Sept. 20.
The Chamber passed a vote of confidence in the Government by 378 to 1 after a debate and interpellations regarding the Cabinet's war measures and aims. Questions demanded a reply to enemy peace manoeuvres in the shape of the Stockholm Conference and the Papal Note. M. Painleve replied that France adhered to President Wilson's reply to the Pope. M. Ribot when asked, to fulfil his promise to publish inter-Allied agreements said France had no secret diplomacy. He was ready to reveal everything but must act in concert with the Allies. It was Petrograd that asked him to defer publication of inter-Allied treaties. He continued, reiterating that France not merely claimed Alsace-Lorraine but reparation for the destruction wrought by an inhuman enemy and guarantees for a durable peace. In not answering the Pope's Note France was in agreement with Great Britain, Italy and Russia.

M. Ribot emphasised that the nearer the end of the war the more careful must the Allies be to baffle enemy manoeuvres designed to separate and weaken them. Germany knew that the Allies would be victorious if they remained united, hence her sole aim now was to effect disunion. France's sacrifices entitled her to hold her head high. She deserved the world's admiration. She demanded only justice, an indispensable preliminary to which was the restoration of Alsace-Lorraine and reparation for the material destruction of the invaded territories. Without these a durable peace was impossible. She must also have guarantees which are only existent in the will of the nation. What would be the value of the signature of the German Government if the German people was not behind it. (Cheers.)

Referring to the Pope's note he asked must we in deference to the Pope's high authority, reply to all invitations to conferences? Who above all desire us to reply? Those who themselves refuse to answer questions. We replied to President Wilson when he asked our war aims. Who did not reply to him? The Central Empires did not reply and it is now announced that they are going to reply to the Pope. We await this reply, but it must be pointed out that even in the Pope's note the passage concerning Belgium has far from satisfied the universal conscience. Whatever our enemies promise us, even to the extent of agreeing to restore Alsace-Lorraine we must be certain we are not being drawn into a snare.

AMERICA AND THE WAR.

Money for the Allies.

Washington, Sept. 20.
Further instalments of ten and four millions sterling respectively were paid to Britain and France yesterday.

Training the New Army.

Washington, Sept. 20.
British and French officers experienced on the western front in bombing, artillery control, aeroplane observation and other specialised subjects, are being attached to the training camps in the United States. Three hundred thousand men of the National Army are now en route to sixteen training camps which represents 45 per cent. of the quota under the first call.

No Oil Shortage.

New York, Sept. 20.
The President of the Standard Oil Company has declared that America is able to produce all necessary supplies of crude oil, petrol and kerosene for America and the Allies' war demands. The oil refining capacity was greater than the demand and the supply was assured for the next five years.

A Mission to Russia.

New York, Sept. 20.
President Wilson is sending to Russia a mission consisting of 60 labourers to counter-act the German propaganda that the United States is not democratic.

Better Shipping Outlook.

Washington, Sept. 20.
The Chairman of the Shipping Board has indefinitely postponed his trip to the Pacific as the prospect of a strike settlement has improved.

Neutral Shipping.

Atlantic City, Sept. 20.
The Vice-Chairman of the Shipping Board has announced that the Government is powerless to commandeer neutral ships held up in ports but that neutrals are ready to use the tonnage for cargo carrying between American ports. When the United States has permitted this hundreds of thousands of tons will be available for this service.

GENERAL KORNILOFF'S TRIAL.

Petrograd, Sept. 20.
It is announced that General Korniloff will be tried by court martial with a jury. The trial at the instance of the Workmen's and Soldiers' Delegates will be at the front and not at Petrograd. M. Terestchenko has been appointed Deputy Premier. M. Nekrasov has been appointed Governor General of Finland in succession to M. Itakovich, who resigned on account of ill-health.

SWEDEN'S STRONG PROTEST.

Stockholm, Sept. 20.
The Swedish Minister at Berlin was instructed on September 19 to strongly protest against the Luxemburg affair, pointing out that the German authorities had abused Sweden's confidence in a particularly grave manner. (Continued on page 6.)

TELEGRAMS.

(Reuter's Service to the "Telegraph.")

THE SILVER MARKET.

London, September 20.
Silver is quoted at 53 1/2. There is a scarcity of supplies, and the market closed firm with buyers and no offers.

DAY BY DAY.

Union Church Pastor.
The Rev. J. Kirk Macdonald has returned to the Colony from a holiday in Japan and will conduct the services in Union Church on Sunday morning and evening.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending September 8 amounted to 62,777 tons and the sales during the period to 50,228 tons.

War Charities.

A meeting of the General Committee of the War Charities will be held in the Council Chamber on Monday, the 24th inst., at 12.15 p.m. His Excellency the Governor will preside. The business is to receive the report of the Executive Committee, and to consider arrangements for the celebration of "Our Day."

Armed Robbery.

A school boy, residing at Sha Po village, in the An Tan district, has reported to the Police that on September 19, a gang of ten men entered the village. Two of the men were armed with knives and several with pick-axes. Four houses were entered and money and jewellery were stolen. The men remained in the village for forty minutes and then cleared out.

Canada's Post-War Trade.

A Senate Committee recently began consideration at Ottawa of methods to increase Canada's domestic and overseas trade after the war. The Committee was provided for in a resolution by Sir Frederick Nicholls. The resolution declared it expedient that the Senate appoint a committee to inquire into and report upon the best method of conserving and increasing our domestic and overseas trade to the end that our present prosperity may not eventually suffer when the stimulus resulting from orders for munitions and other supplies is removed. Senators speaking on the resolution agreed that it was most desirable that Canada should make every effort at once to prepare for the competition with markets of the world when the war ended. Canada, it was said, would have to compete for markets with the United States, which had developed great industrial and financial strength since the war began, and with England and France, whose workmen had been trained by thousands in munition and war factories that covered ground by the square mile.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Police Reserve Concert.—
Botanic Garden; 9 p.m.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Thursday, September 27.
V.R.C. Annual Aquatic Sports.—First Day.

Friday, September 28.
V.R.C. Annual Aquatic Sports.—Second Day.

Saturday, September 29.
V.R.C. Annual Aquatic Sports.—Third Day.

Douglas Steamship Co.—
Shareholders meeting; noon.

NOTICES.

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NOTICES.

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GENERAL NEWS.

Fallen Wesleyan Soldiers.

At the Wesleyan Conference in the Central Hall, Westminster, a special memorial service was held for the Wesleyan Methodist soldiers and sailors who had been killed or who had died of wounds since the Conference of 1915. The King was represented by Sir E. Wallington. During the year 382 officers and 7,319 men in the British Army, 58 officers and 328 men in the Royal Navy, and in the Overseas Contingents 28 officers and 447 men, making a total of 468 officers and 8,152 men, with three nurses and one chaplain, have fallen.

South Wales Miners and Peace.

A meeting of the executive council of the South Wales Miners' Federation was held at Cardiff when it was resolved that a special conference of the coalfield be held, and that a resolution be placed on the agenda calling on the federation to take action to ascertain the opinion of organised labour on peace, so as to offer to the labour movements of the belligerent Powers the British working-class view of a peace settlement, and afterwards to ask such movements if they are prepared to subscribe to the British policy and to compel their Governments to adopt it. The conference will also be asked to consider the recent order for the coming out of unmarried, Class A, miners between the ages of 18 and 25.

Canada's Food Supply.

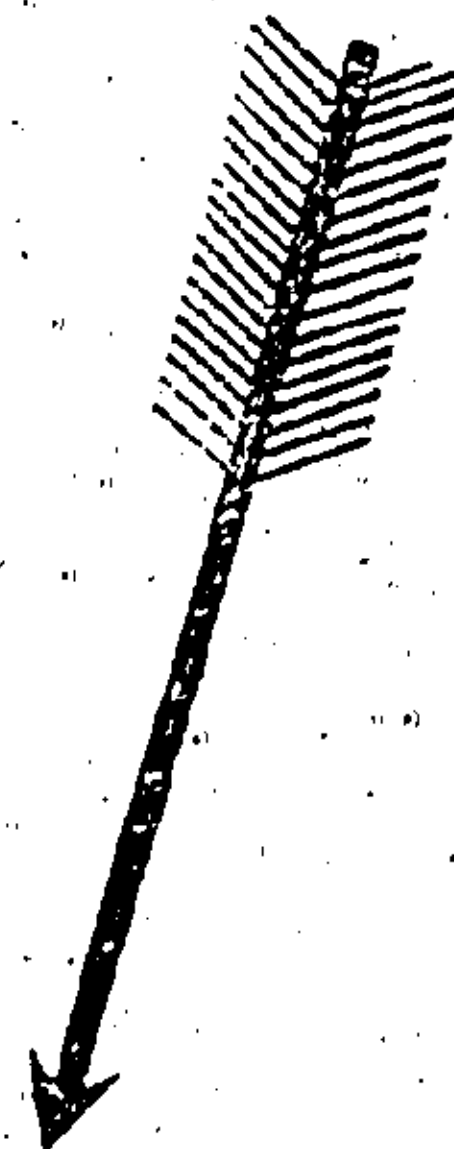
Hints that some form of compulsion and price-fixing might be necessary to conserve the food supplies of Canada and the United States, so that the home population can be fed and the necessary exportation take place to the Allies as well, were thrown out recently by Mr. W. J. Hanna, Dominion Food Controller, in the course of an address before the Canadian Club. Mr. Hanna declared that waste in foodstuffs in the country must be stopped, as Canada and the United States must export an enormous amount in addition to what is normally sent, if the Allies are not to go hungry and, through hunger, lose the war. With the normal sources of food cut off, Mr. Hanna pointed out, Great Britain and her Allies must rely to a great extent on Canada and the United States. The total requirements of the Allies in wheat were 1,105,000,000 bushels. The production of Europe was 645,000,000 bushels, leaving 460,000,000 bushels to be exported from North America. It was estimated that the United States and Canada would have for export 200,000,000 bushels, so that 180,000,000 would have to be made up.

A Bankruptcy Annulled.

Mr. Charles Le Despencer Lee-Melville, who was adjudged bankrupt on February 19, 1913, applied in the Bankruptcy Court, before Mr. Registrar Brougham, for the approval of a composition of 5s. in the £ which was recently accepted by his creditors. Mr. F. T. Garton, Deputy Official Receiver, attended; Mr. A. M. Colyer, solicitor, appeared for the trustee in the bankruptcy; and Mr. G. F. Kingham for the bankrupt. Mr. Garton reported that a dividend of 6d. in the £ had already been paid in the bankruptcy. He estimated that the composition of 5s. in the £ would be payable on liabilities of £12,904. The bankrupt attributed his failure to personal extravagance, losses at card playing, and interest on borrowed money. According to the deficiency account, household and personal expenditure in the two years before the bankruptcy was £7,700; betting and gambling losses £3,960; and the interest charged on borrowed money £3,250, against a total income of £2,160. During that period the bankrupt had an option to purchase shares in a company formed to develop a tea and coffee plantation in Ceylon. In his statement of affairs he valued the option at £18,000. Mr. Registrar Brougham approved of the composition and annulled the bankruptcy.

When it is a

PIANO



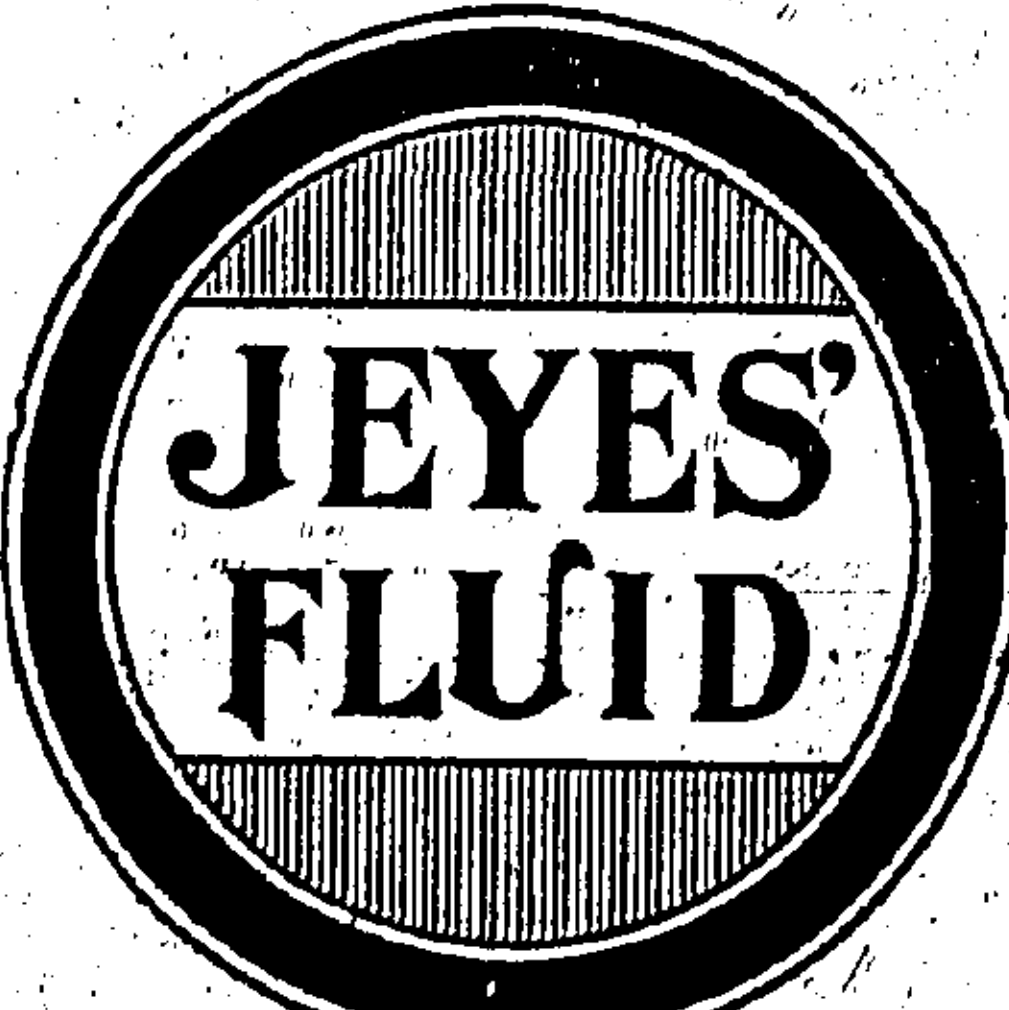
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GENERAL NEWS

Dublin Unemployed in England.
Nearly two hundred unemployed labourers and men of various trades in Dublin, who were sent to Manchester recently to do certain work there, have returned to Dublin. They state that before they left Ireland, men who were of military age received cards exempting them from military service. When they were about to begin work a trade union representative told them that if they entered the factory all the other workmen would strike the rather than continue in the same employment with Irishmen capable of serving in the Army. The Dublin men entered a protest, and obtained a week's wages and their return fares.

Age of Girl Flag Sellers.
Several well-known women's societies, among them the Women's Local Government Society, in conjunction with the Association of Head Mistresses, are arranging to approach the police authorities for the purpose of raising the age of street collectors on flag-days to 18 years. A resolution passed at the recent annual conference of the association, urging the Home Secretary to use his influence with the police authorities to secure the adoption in other districts of such regulations regarding the age of street collectors as are now in force in the metropolitan area, has aroused widespread approval. In reply to a communication from the Association of Head Mistresses, it was stated, on behalf of the Home Secretary, that he will be prepared to approve the raising of the limit of age as proposed where application is made to him by the police authority for this purpose.

A Courageous Constable.
At Bow Street Police Court Sir John Dickinson presented a cheque for £20 from the reward fund to Police-constable Peck, of the G. Division, in recognition of his devotion to duty on the occasion of the hostile air raid on London on June 13. An explosive bomb was dropped in a street, killing a man and a horse and injuring several persons. It was followed by other bombs which killed and injured many persons. The confusion was increased by unattended and deserted horses attached to vehicles bolting in all directions. Peck, who was on point duty, on seeing a pair of horses attached to a railway lorry racing towards him, caught hold of the off-side rein and, running a distance of about 70 yards, succeeded, with the assistance of Mr. Bertram Broadbridge (to whom Sir John Dickinson said he also wished to convey his acknowledgments), in bringing the runaway to a standstill. He also caught and stopped another horse, and later a pair of runaway horses. He then went to the assistance of a man who was badly injured, and five minutes later was again seen hanging on to two horses attached to a runaway van.

Involved Family History.
At Thames Police Court, recently, Patrick Marshall, 42, was charged before Mr. Justice with assaulting his wife, Matilda, who complained of being frequently ill treated by the defendant. Replying to the magistrate, the woman said that shortly after the war broke out she saw an advertisement which had been inserted by the defendant in the name of Patrick Marshall asking information about a lost sister. Thinking the advertiser might be her brother, whom she has not seen since he was two years old, she answered the advertisement. She had two brothers and a sister. The sister was now undergoing a life sentence for murder. At the first interview with the defendant she knew he was not her brother, as he did not correspond with a photograph her sister had shown her. At a later date the defendant admitted he was not her brother, but her brother's friend, and asked her to marry him, which she did. The defendant said he found out after marriage that the prostitute was his sister. The woman, on being recalled by the magistrate, said that 10 years ago she received a letter from her brother Charles, who was then in Tomba Prison, New York, for murder. The case was adjourned for the attendance of the sister, who was said to be in Aylesbury Prison.

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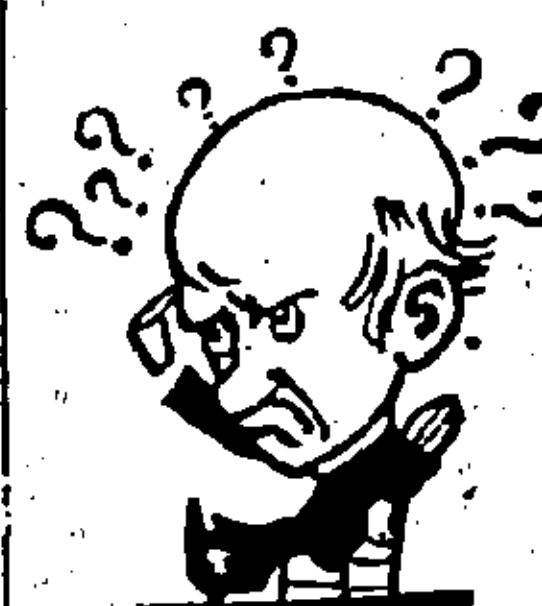
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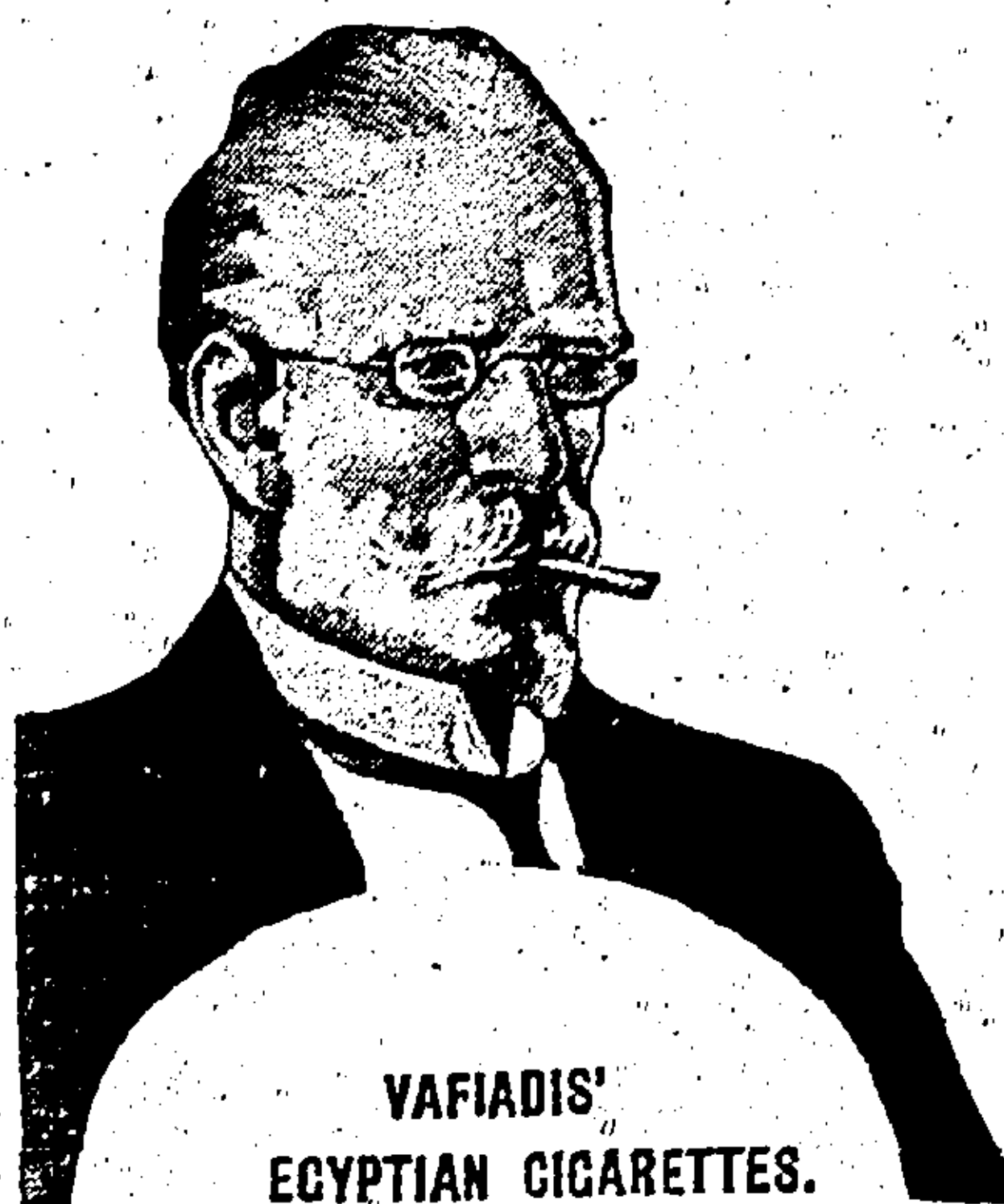
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 21, 1917.

A TEST OF ENDURANCE.

Again and again during the war we have been told that victory will go to the side which is able to last the longer. That is an axiom which is generally accepted. The test of endurance is not only in regard to men, but it is also one of munitions, money and foodstuffs. For three years now, the opposing Powers have been attempting to wear each other down in all these spheres, and the issue still remains undecided. Few people imagined that any nation, much less all, would be able to stand the strain for so long a time, while fewer still thought it possible that Germany, who is bearing the brunt of the Allied pressure, would be able to last out as she has done. In this respect the war has confirmed the Germans' wonderful powers of organisation, which, we do not hesitate to say, has won a measure of admiration even among the Entente Powers.

But the question comes as to how much longer Germany can hold out. On the answer to that query depends the period of the duration of the war, for the Allies have sworn that they will not cease fighting till the enemy gives in. Owing to the efficient manner in which Germany has been cut off from the outer world, there is little reliable news to be obtained as to what the internal conditions in the Fatherland are, but, remembering that England, who has still the seas open to her, is suffering some measure of domestic hardship, it may be counted a moral certainty that the Kaiser's subjects are in a thousand times worse plight. Financially, we know that Germany is a rotten creation, while in regard to munitions it is now admitted that the consumption of certain types of shells is much above the rate of production. But over and beyond these aspects is the all-important question of manpower, and it is here that Germany continues to feel the effects of a continuation of the war much more keenly than her adversaries. A telegram to hand yesterday spoke of the apprehension which is being felt by the German High Command at the wastage which is taking place, and we are informed that tactics are now being urged which shall have the effect of lessening casualties. Quite recently some illumination was thrown on the continuation of the policy of attrition by the Allied armies in France, and it was shown how terribly Germany's manhood was being sacrificed on the battlefield. Since then we have learned of the reduction in the strength of German companies and the use of machine-guns in lieu of men. These facts, taken together, fully warrant the view that the most pressing problem which Germany has now to face is the maintenance of her huge armies in the various war theatres. And one point in this connection that cannot be overlooked is that the further the advance into Russian territory continues, the greater will become the call for more men.

The probability is that by this time the German High Command is cursing itself over the appalling losses sustained against both the British and French armies in the absolutely futile policy of attempting heavy counter-attacks immediately following the Allied thrusts. We all know with what prodigality German lives were ruthlessly sacrificed in these impossible tasks, with the idea of giving the German people a false impression of the might of the Kaiser's Army. To-day, when Germany's military strength is steadily on the wane, the Kaiser and his military chiefs would give all they know to be able to call their fallen soldiers back from the grave. And side by side with the German decline in man-power we have the strength of the Allied armies growing every day. America's huge reserve of fresh and hardy troops will be a big factor in the near future, and this circumstance, coupled with the growing depression of the enemy and the ever-increasing confidence of each and all of the Allies, confirms us in the view that the day cannot be far distant when victory, full and complete, will be ours.

A Rebellious Movement.

If, as reported by our evening contemporary, it is true that the Peking Government has decided to prosecute Dr. Sun Yat-sen and that a warrant for his arrest on a charge of treason is pending, it would seem that the central authorities are at length coming to their senses. The wonder is that such a step was not taken long since. As we all know, China has only just shaken off the German-planned monarchist movement, which at one time threatened to lead to a serious upheaval, and, with that plot out of the way, the one need of the moment is unity and concord, not internal strife and division such as the Kuomintang eschewing inevitably mean. But for Dr. Sun and his little band of discontented followers this consideration has no attraction; they are bent on advancing their personal interests, whatever the consequence to the people whose cause they so glibly talk of championing. It is, indeed, intolerable that these mischief-makers should descend on Canton, assume rights which are not theirs and then proceed to set up a new so-called Military Government representing no-one but themselves. These are the kind of movements which have retarded progress and advancement in China, and their instigators are worse enemies to the nation than any outside influence can ever be. This Canton affair is essentially rebellious in character, and Dr. Sun, as its leader, cannot be regarded in any other light than that of a traitor. No central authority worthy of the name would tolerate the movement for a second.

The Position of Belgium.

Belgium, in regard to which so much has been said at the beginning of the war, is once more the centre of special interest. It was chiefly because of Germany's violation of Belgian soil that Great Britain determined to enter the war, and it was because of the terrible atrocities committed by the enemy, while "backing his way through" the country of our gallant little Ally that the eyes of the world were opened clearly to what German domination would really mean. Throughout the war, and particularly whenever the question of peace terms has arisen, the position of Belgium has been of the utmost importance. The Allies' views on the subject were from the first clearly stated, and to-day they remain precisely the same. We demand the complete restoration of Belgium to the Belgian people, along with an adequate indemnity for the terrible destruction inflicted by the modern Hun. The attitude of the German Government regarding Belgium has for months been perplexing in the extreme. Germany, despite her former promises, is undoubtedly desirous of retaining Belgium and is fatuous enough apparently to believe that if she is unable to do so by force of arms she may be able to do so by trickery when the question of peace terms comes to be seriously discussed. That is the only meaning that can be taken from Germany's omission of Belgium in her reply to the Pope's recent Peace Note. She is evading the question meantime in the vain hope of faring better later on.

The Latest Phase.

It is unquestionably a fact that Germany's attitude regarding Belgium will have a very important bearing upon the question of peace and as to whether it will be realised at an early date or in the hazy future. If Germany would but state definitely her determination to evacuate Belgium, peace, which all long for, would soon loom upon the horizon. The latest news regarding Germany's attitude is contained in a statement in the *Tages Zeitung*, which says that Count Westarp, the leader of the Conservatives in the Reichstag, has gone to Headquarters on the invitation of General von Hindenburg "to discuss the question of Belgium." The interview is, very properly, regarded as "most important." In our opinion, it is significant of the fact that Germany clearly realises that Belgium must be evacuated and restored to its rightful owners. We believe that this point settled to the satisfaction of the Allies, a long step would be taken towards the discussion of the much-desired peace.

DAY BY DAY.

WE OFTEN WEEP BEFORE WE
HAVE HAD TIME TO SMILE.—Victor
Hugo.

To-morrow's Anniversary.
To-morrow is the third anniversary of the sinking of the cruisers *Aboukir*, *Hogue* and *Cressy* by the Germans.

The Dollar.
The opening rate of the dollar on demand to-day was 3s. 3d. The closing rate will be found on Page 1.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals beg to acknowledge with thanks the following donation to the Funds of the Hospitals:—Insurance Companies Guild \$200.

K. C. C. "At Home."
The Kowloon Cricket Club will be "At Home" on Saturday from 4 p.m. Mrs. P. B. Wolf will present the prizes in connection with the recent tennis tournament. The programme for the afternoon includes tennis and croquet. Tea will be served. By kind permission of Major Ardoino and Officers of the 74th Panchjab, their band will be in attendance.

Back Again.
Although he was banished from the Colony ten days ago for ten years, a Chinese was arrested yesterday coming off a steamer from Canton. When he was charged before Mr. Dyer Ball, at the Magistracy this morning, it was stated that he had two previous convictions. The man's excuse was that he got on to the steamer and did not know that it was coming the Hongkong. Sentence of 12 months' hard labour was passed.

Stolen from the Police Station.
An old coolie, who has been earning a living by picking up jobs in and near the Central Police Station, was charged before Mr. Dyer Ball, at the Magistracy this morning, with stealing an oil lamp from the charge room of the station. The lamp was seized with other property during an opium raid, and the old man's excuse was that he did not mean to steal it, but only wanted to use it as a light. Inspector Davitt stated that the man had been suspected of petty pilfering for some time. Defendant protested, saying he had been working in the Central for over thirty years. He added that he had known "several tens of magistrates." His Worship sentenced him to ten days' hard labour.

Glass Blowers Come to Blows.
Two of the apprentices at the glass works at Bay View appeared before Mr. J. R. Wood, at the Magistracy this morning, in an assault case, one being the complainant and the other the defendant. Sergeant Grimmett stated that the two youths were supposed to blow 400 bottles a day, and on the day of the assault only three hundred had been blown. A dispute arose between them as to which would blow the remaining hundred, and the complainant struck the defendant, who promptly picked up a heavy blowing iron and struck the other with such force that a wound nearly two inches long was caused. The lad had to go to hospital. His Worship fined the defendant \$10, or 14 days' hard labour.

A Tall Yarn.
When a Chinese woman was charged before Mr. J. K. Wood, at the Police Court this morning, with being in possession of two-and-a-half tael of prepared opium, she made a rather unusual excuse. Her story was that she came to Hongkong from the country to see her sister, who was ill. By the time she arrived, the sister had died and had been buried. She was sitting by the side of the road crying when a man asked her what she was crying for and she told him. He offered her \$3 to pay her fare back to the country, for which she was thankful. Just as she was about to leave, he put a small package into her hand, saying that he wanted her to give it to a man in her village. It was while she was going aboard the steamer that she was searched and, to her surprise, the package contained opium. His Worship was sceptical of the story and decided to impose a fine of \$150, or, in default, six weeks' hard labour.

WORMS AS FOOD.

Contradictory Police Court
Decisions.

It would seem that, every year at the time the "paddy" is cut, the Chinese collect the worms found at the roots of the rice plants and consider them quite a delicacy for the table. Large baskets, full of these edible dainties, are brought into Hongkong and sold in the markets and elsewhere, particularly by hawkers in the streets. The question has been considered whether it is permissible under the Ordinances of the Colony to hawk such commodities in the streets because the food of man, except certain specified varieties like vegetables, is prohibited from being sold by itinerant. Cases have been brought before the magistrates and, in the past, convictions have been recorded. But a reversal of this rule has now been made by Mr. Dyer Ball, at the Police Court this morning, who had a case of this nature before him.

Inspector Kent charged a man and a woman with selling worms in the street, contrary to Section 78 of the Public Health and Buildings Ordinance, 1903. The case was first before his Worship several days ago, and it was then adjourned for evidence to be given on behalf of the Sanitary authorities.

This morning Mr. E. V. Carmichael, Head of the Sanitary Department, attended, and, in reply to his Worship, stated that he thought it was rather hard for these people to be prosecuted. They had sold worms in the streets for many years.

His Worship:—Do you think that these proceedings should be instituted?—No, I do not think that they should.

His Worship:—I think it is a matter entirely for the Sanitary Department to consider. I agree, and do not think that they should be prosecuted at all. They have been doing it for years.

Inspector Kent:—Yes, and they have been prosecuted for very many years. These things are sold in the market, and, if they are human food, should not be sold outside.

Inspector Kent added that he had had prosecutions last year and the year before. The thing recurred every year. Mr. Carmichael stated that he had not been able to find any papers at the Sanitary Board on the subject, but Dr. Clarke had given permission for the worms to be sold in the market. They were sold at fish stalls and not vegetable stalls. They were only collected at the time the paddy was cut. Apparently all the Chinese liked to buy them, and he thought it always had been the custom for them to be sold by hawkers all over Hongkong, and also in the market. He had not heard of prosecutions, though, of course, he could not deny that there had been.

His Worship:—Your opinion is that these people should not be prosecuted?—Yes, that is my opinion.

It was further stated that food in the market was seen by the market overseers, the object being to see that the quality was good. Vegetables were specially permitted to be sold outside.

Mr. Carmichael mentioned that the hawkers of cockles and mussels at Home were not prosecuted, but Inspector Kent pointed out that there were no market limits at Home in the sense that there were here.

His Worship again thought that it was entirely a matter for the Sanitary Department. They were the guardians of that sort of thing under the Public Health Ordinance. When the H.S.D. gave it as his opinion that the people should not be prosecuted, then he thought that he ought to discharge them.

Inspector Kent pointed out that Section 78 of the Ordinance stated that no food was to be sold in the streets, except those kinds of food that were specially excepted under the Ordinance. Those sort of worms were sold in the market for food and, therefore, there was no right for them to be sold in the streets.

His Worship intimated that he would discharge the defendants, saying that the H. S. D. was the real judge of what should be done in such matters.

PROMENADE CONCERT

Programme for To-morrow
Night.

The first of the series of Police Reserve open-air concerts takes place at the Botanic Gardens to-morrow night, commencing at 9 p.m. A most attractive programme has been arranged, and the grounds will be illuminated for the occasion. His Excellency the Governor has intimated his intention of being present. The programme is as follows:—

- PART 1.
1. Overture, "William Tell,".....
Band of the 74th Panchjab.
2. Waltz, "Beautiful Spring,".....
Lincke.
3. Baritone Solo, "When you come home,"..... W. H. Squire.
Mr. A. Hyde-Ley.
4. Selection, "The Girl in the Tani,".....
Band of the 74th Panchjab.
5. Soprano Solo, "Fallen Roses,".....
A. F. Tate.
Mrs. C. W. Bawick.
6 (a) Ent' Act, "Spring Dreams,".....
A. King.
5 (b) Spanish Sarsenada, "La Paloma,".....
Orchestra of the H.K.P. Reserve.
Interval.
Selection, "The Bing Boys are here,".....
The Band of the 74th Panchjab.

- PART 2.
1. Overture, "Morning, Noon, and Night,".....
The Orchestra of the H.K.P. Reserve.
2. Baritone Solo, Selected,.....
Mr. C. P. Hay.
3. Selection, "Les Huguenots,".....
The Orchestra of the H.K.P. Reserve.
4. Soprano Solo, "Until,".....
Miss Camille Castro.
5. Selection, "The Belle of New York,".....
God Save the King.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (R.), state:—
No. 3 Company.

All members of N. 3 Company, Ambulance Platoon, and Baggers and Drummers, excepting those on 1st Shift Patrol Duty, will attend in Uniform (but without rifle or other accoutrements) at the Magistracy on Tuesday, Sept. 25th, at 5.45 p.m. Service Board.
5 p.m. to 6 p.m.
Monday, Sept. 24.—No. 3 Platoon.
Tuesday, Sept. 25.—No. 4 Platoon.
Wednesday, Sept. 26.—No. 1 Platoon.
Thursday, Sept. 27.—No. 2 Platoon.
Friday, Sept. 28.—Mounted Police, Baggers & Maxim Gunners.

Bank Holiday.
No duties, other than Patrols, will be performed on Monday October 8.

Defaulters.
Departmental Orders are to-day being issued to Company Inspectors as to the procedure to be followed in exercising the powers of punishment conferred by Section 3 (2) of the Ordinance of 1917. Notice of Inquiries and Awards will be posted on the Notice Board at Headquarters Club.

Inspector Kent thought that the police were perfectly justified in bringing such a case, because of Section 78.

The defendants were discharged on this summons, but Inspector Kent then proceeded against them for hawking without licences. Both admitted that they had no licence and each was fined \$2.

A serious circumstance in connection with the matter is that, simultaneously with the hearing of the above case, Mr. J. R. Wood, in the adjoining court, was engaged in hearing a case brought by Sanitary Inspector Roylance against a hawker for hawking worms in a prohibited area, namely in the streets. Inspector Roylance stated that this matter was causing him a great deal of trouble. He had confiscated no less than 35 basketsful.

His Worship imposed a fine of \$10, this decision being precisely a reversal of what had been decided by Mr. Dyer Ball.

TO-DAY'S MISCELLANY.

Bishop Wilberforce once told Holmes that he had obeyed to tell some youngsters at church about Job and the ladder upon which the angels ascended and descended. One little boy objected: "But angels can fly; a ladder would be no good to them." At a loss for an answer, Bishop Wilberforce turned to the class: "Perhaps some other girl or boy can tell Billy why it was. A long alliance—erased, broken by a little girl: 'Please, sir, pray the angels was moulting.' Lapping into a more whimsical vein, Holmes then recounted two anecdotes of negroes. He had read a day or two before of a negro giving witness in a burglary case against a prisoner. 'Do you call him a thief?' threateningly demanded the counsel for the defence. 'I'm not goin' to say he's a thief, sah, but what I says is dis: If I was a chicken and I saw that nigger losin' aroun', I'd roost high—dat's all.' In another instance an old dorky lay very ill. The minister called. 'Well, Rufus, how are you getting on? Did the new doctor take your temperature?' 'I don't know, sah,' replied the old man: 'the only thing I've missed so far is my old watch.'

Little notice seems to have been taken of the recent death in England of Harry Buxton Forman, who distinguished himself as editor of the most important editions of the works of Shelley and Keats. He also has written various books relating to both men, and was editor of the letters of Edward J. Trelawney, friend of Shelley. His edition of the love letters of Keats to Fanny Brawne, which appeared in 1878, was a very doubtful service to the world. Like the letters of Sterne and some others, like Hazlitt's "Liber Amoris," they constitute one of the works that had better be forgotten, than remembered. In his critical and bibliographical books, as in those of Mrs. Browning and William Morris, Forman's style was too heavy to be satisfactory.

Residents in Hongkong, who have had to endure hot dress clothes in the middle of the summer, might be encouraged to be Bohemian sometimes by reading the following:—"Oklahoma City, Okla., July 17.—Tulsa reception committee, which will welcome the Belgian Mission on its visit to Oklahoma next Saturday, may be forced to do without the presence of Governor W. R. Williams, unless he is allowed to appear in a suit of negligee. The custom of associates of the Mission appearing in full afternoon dress is the stumbling block for the Governor refuse to appear in clothing not suitable to a 100-degree temperature. 'I am not going to get into a heavy frock coat or silk hat for that occasion,' said Governor Williams, 'and I will notify the chairman of the reception committee at Tulsa that unless they get into \$6 summer suits or something similar, they may not expect me.' I've got a dress suit and a silk hat, but I could not wear a full dress suit in the day time, and a silk hat does not match a sack suit. Besides, it's too hot to wear either.'

There is an epidemic of irritability, according to the *Church Times* caused mostly by overstrain and fatigue. The remedies suggested include the reading of novels, more sleep (not as the sequel to novel-reading), and "report to places that are haunts of peace"—St. Paul's or a church, for instance. With the hot weather it has been noticed that strikes and unrest in offices occur. The cure is holidays in many cases. The late Sir Lauder Brunton was a believer in "temper powders" to allay outbursts of irritability.

Cricket Club Meeting.
The annual general meeting of members of the Kowloon Cricket Club will take place at the club house on Thursday, 27th inst., at 5.30 p.m. Instead of on Wednesday 26th inst. as advertised. The change is being made on account of St. Andrew's annual meeting, which will be held next Wednesday at 5.30 p.m.

SHIPPING EFFICIENCY.

Why U.S. Seamen's Law Needs Amendment.

In the opinion of Mr. Ralph E. Cropley, a New York business man who takes a keen interest in shipping matters, says the New York Journal of Commerce, the time has come for the amending of the La Follette Act. "These are war times," said Mr. Cropley, "and everything under God's green heaven must co-operate to make shipping efficient."

The chief charge which Mr. Cropley brings against the Seamen's Act is that under its provisions American seamen in foreign ports and foreign seamen in United States ports may desert at will and may demand half of their earned wages. The result, he declares, is now proving disastrous to shipping, owing to high wages and bonuses which sailors are able to command when arriving on this side of the water, Mr. Cropley said.

"Not only to assist our Allies, but to care for our men in France, we must have men and officers for our armed ships, and for the wooden and steel ones now being built—and not only this, the British merchant ships themselves are badly in need of able bodied sailors, as the comparatively few sailors the ships get are a pretty poor lot and get horribly intoxicated when in port here, or desert, due to the workings of an ill-advised clause of the La Follette law. Efficiency, therefore, suffers—the ships are not got away as rapidly as they should be, and in the majority of cases a round trip a year is practically lost."

Charges of Intemperance. "I know of a 7,000-ton cargo ship which arrived here on Monday, June 25, and sailed on Friday, July 6, loaded with necessary supplies for conducting this war. As she came over empty she could have been loaded and got away again in six days, as the Justitia gets away in five every voyage. But drunkenness among the crew, due to their receiving money, and desertions, delayed the loading, and the ship pulled out from her pier short of 13 men. The berth was needed for another ship, and so the vessel dropped down the bay and anchored, waiting to get her men. She was three days later instead of being 900 miles out on the Atlantic."

"And there are other ships in the same fix. The only ships which are successfully efficient seem to be those with American crews, who, under our immigration laws, cannot leave their ship while in port. All the good men—the men for whom the desertion clause in the La Follette law was originally meant—are often naval vessels. It does seem that the sailor of to-day, like his forbear, can't go for a walk without getting a hide full of liquor. And when you know that some of them demand and get 100 dollars a month, more than most chief officers get on British liners, it does seem an outrage, especially when the strain of working the ship falls on the chief officer, as well as the 'hell' which comes on the nerves of any officer navigating the danger zone."

Thinks Navy's Demands High. Mr. Cropley is also of opinion that far too many sailors have been taken from Britain's Merchant Marine to serve in the British Navy. In regard to this he said:

"I was speaking with a certain captain of a big liner recently and he was talking about a ship he formerly commanded, a valuable cargo and passenger liner which should be in merchant service rather than doing patrol work and thereby presenting a fine mark for a submarine. Times of peace this ship of 15,000 tons carries a total crew of 250 men, which includes 125 'stokers'—that is, men of the steward's department. Now she carries 500 men, very few being 'stokers' and if torpedoed would be a remarkably good coffin ship. Two hundred men at the maximum, it is claimed, would be enough for this ship on patrol, and the other 300 or nine released for merchant service. This is but one example. Another captain told me how he had all his navigating officers

THE FREIGHT MARKET.

Demand for Time-Charter Boats.

Messrs. Snowman and Co., in their report dated September 15, state:

The general tone of our market has remained very quiet since we last reported under date of 1st instant. Little business has been effected although the demand for boats on time charter is still very strong and rates asked become increasingly firm. In the local rice market there is only small demand and the Saigon/Bangkok rate, which, when we last went to press, stood at about 95 cents per picul, has shown a weakening tendency. Fixtures reported in the interval, are those of a medium sized regular coaster at 95 cents, two further ones at 90 and 87½ cents, a large Dutch steamer at 85 cents and a small outsider at 93 cents. The market closes at a little over this last figure with indications that possibly 95 cents per picul might be obtained.

Exports of rice from Saigon from 1st January to 21st August, 1917, amount to 639,557 tons as compared with 675,237 tons for the same period last year. Quotation for No. 2 White round sifted rice stands at \$3.69 per picul f.o.b. Saigon for August/September shipment.

Saigon/Philippines:—No local fixing is reported; Philippine owned tonnage being sufficient to cater for the Islands' demands. We are advised, however, that some of the tonnage previously fixed at about Pesos 1.35 has been rechartered at about Pesos 1.30 per picul.

Saigon Java:—Tonnage could still be placed in this direction: The rate stands, nominally, at about \$1.50 but this could most probably be improved upon.

Saigon Japan:—Business could also be done in this direction with tonnage giving a little notice.

Bangkok/Hongkong:—The freight rate has fallen considerably, quotations, on going to press, being made of \$1.20/\$1.10 for inside/outside bar loading respectively with little tonnage offering. This is possibly due to the fact the Government of Siam is reported to be regulating all supplies incoming from the hinterland to Bangkok and therefore possibly the present fall is only in the nature of being a temporary one.

Newchwang/Canton:—We have nothing to report.

Coal:—Rises from Japan to southern ports still maintain their strong tone and medium sized tonnage could be placed with little effort. Locally little business has been effected due to scarcity of tonnage but enquiries are in the market for both this and coast ports.

taken from him in a foreign port because a merchant cruiser which in times of peace carried but five officers besides the commander, was short of officers even though she already had fourteen of them as navigators. Another case was that of a prize ship. Fourteen seamen were all that were necessary in the deck department to get her to England. The naval lieutenant had twenty assigned to him and demanded twenty more, which he got from the armed cruiser. There is apparently a terrific waste of man-power."

Mr. Cropley is very loud in his praise of what the officers in the merchant marines of the Allies have had to stand since the submarine war broke out. No one, he says, can imagine the strain to which captains have been subjected. Many of them, he says, never have their clothes off for a whole week. They are, he declares, among the greatest heroes of the war.

In addition to the amending of the La Follette Act, Mr. Cropley would like to see merchant crews placed under naval or Admiralty law so far as British and Allied ships go. Such a provision, of course, would be for the duration of the war. Mr. Cropley, furthermore, thinks that all dock labourers should be put in khaki, as, he says, has been done in Britain.

AMERICAN TELEGRAMS.

The following are from the Manila Daily Bulletin:—

Two Billion Naval Appropriation. Annapolis, September 15.—Mr. Daniels says that including estimates for the Navy Department under consideration, a total of \$2,000,000,000 was appropriated for naval construction in the past year. He further declares that while the increase in the personnel until recently far surpassed the increase in materials, the number of ships in commission in the past six months has been trebled.

German Vessels Guarded. Monte Video, September 15.—German crews on vessels interned here are preparing to sink their ships. The Government of Uruguay has placed armed sailors on board to prevent the vandalism.

Big Strikes Threatened. San Francisco, September 15.—Twenty-five thousand workers in the structural-steel building trades have threatened to strike, and 25 unions have demanded a 50 per cent increase.

Seattle, September 15.—Five thousand workers in the iron and steel building trades have already walked out here.

Washington, September 15.—The Federal Shipping Board is preparing to handle the strikes.

Kaiser Bloodthirsty against America.

Washington, September 16.—According to a dispatch from British Headquarters in France, German prisoners taken in the latest British attacks say that the Kaiser has personally offered a reward of 400 marks and the Iron Cross to the German soldier or officer who first brings in an American, dead or alive. This offer, the prisoners state, has been published in general order, and has been read to all of the troops on the Western Front.

German Submarines Reported off Nantucket.

Washington, September 16.—The British Admiralty has issued a warning to the effect that there are German submarines lurking off the American coast in the vicinity of Nantucket.

Spanish Ship Attempts to Take Off Gold.

Washington, September 16.—A dispatch from a Gulf port states that Customs officials have taken off 50,000 dollars in gold bullion from a Spanish vessel which was just clearing. Such report is a direct violation of the Presidential order issued last week.

American Submarine Sinks at Dock.

Washington, September 16.—An American submarine has sunk at its dock at an Atlantic coast port. The cause of the sinking has not as yet been ascertained, but the submersible will be raised in the course of a few days and a complete investigation then made.

Mr. Hoover in Control of Sugar Situation.

Washington, September 16.—The Food Administrator, Mr. Hoover, has been given full control of the sugar situation and empowered to take all necessary steps to enforce the price control regulations, recently determined upon, which will limit the price of refined sugar after October 1 to seven and one-quarter cents a pound. (A cablegram received at the office of the Governor General from the Bureau of Internal Affairs at Washington states that the New York market quotation on 96 degree centrifugal at the close of business on Friday last was \$7.02 per 100 English pounds, the same as two weeks ago when the price broke suddenly as a result of the announcement of the Federal Government's price control regulations.)

Details of Boche Hospital Atrocities.

Washington, September 16.—Details regarding the bombing of German aeroplanes of the American hospital established by the Harvard hospital unit on the shores of Belgium have just been received here by mail, and show that only one person was killed. There were three officers, six privates, a woman nurse and 22 patients wounded. In less than a minute, however, the surgeons were on the ground, collecting the stricken.

U.S. Stills for Military Hospitals.

Washington, September 17.—Tentative sites for the big military "rehabilitation" hospitals have been selected by the Federal

DAIRY FARM NEWS.

PURE MILK

An ideal summer beverage and the most nutritious food.

DAIRY FARM MILK is SAFE MILK.

authorities. Sixteen large cities in different parts of the country have been chosen, three of them being on the Pacific coast.

Labour Troubles Being Settled.

Washington, September 17.—A new wage scale for labourers in the Government navy yards and arsenals has been adopted. The average increase for the men is 10 per cent.

A dispatch from Seattle states that a majority of the strikers along the Pacific coast are returning to work in the mills and lumber camps to day.

Japanese Mission Honours Perry's Memory.

Newport, September 17.—Baron Ichii and his colleagues of the Japanese mission now in the United States, visited the tomb of Commodore Perry at this place yesterday. Wreaths were placed upon the tomb and Baron Ichii paid a glowing tribute to the memory of the American who is given credit for having opened up Japan.

NO. 1 HONGKONG V.A.D.

The Annual "Efficiency Test" will take place after the Lecture at the Military Hospital on Friday, 28th inst.

All members of the Detachment are expected to be present at 10.15 a.m., wearing uniform, badges, and any medals they may have been awarded.

The following have been passed as "Efficient" for the year ending September 30, 1917:—

In First Aid:—Mrs. Alabaster, Mrs. Armstrong, Mrs. Bowley, Mrs. Conland, Miss Chisholm, Mrs. Danby, Mrs. Gegg, Mrs. Goldsmith, Mrs. Brotherton Barker, Miss Hastings, Mrs. Hayward, Miss Judah, Mr. Leant, Mr. Mansfield, Mrs. Taylor, Miss Wilkinson and Miss Worries. In Home Nursing:—Mrs. Goldsmith, Miss Judah, Miss Leander, Mrs. Mansfield and Miss Percy.

Mrs. Tisdall has kindly consented to give a course of lectures on "Home Nursing" at the Helena May Institute beginning on Friday, October 12 at 6 p.m.

W. WILKINSON, Acting Adjutant and Hon. Sec.

JUST TWO TONIGHT

are all you need of Pinkettes to dispel constipation, "liverishness," sick headache, biliousness.

PINKETTES

the little just like nature laxative, stimulates digestion, purifies the breath. Of all chemists and post free, 20 cents the packet, from Dr. Williams' Medicine Co., 98 Schuchow Road, Shanghai.

TO-DAY'S ADVERTISEMENT.

FIREWORKS! FIREWORKS.

Display of Chinese Fireworks.

AT HAPPY RETREAT.

SUNDAY 23rd inst. MONDAY 24th inst. and TUESDAY 25th inst.

From 8 to 10.30 P.M. admission \$1. Children half price. Trams take you to the Gate.

TO-DAY'S ADVERTISEMENT.

TOYO KISEN KAISHA.

s.s. "KOREA MARU."

From SAN FRANCISCO VIA HONOLULU JAPAN PORTS & SHANGHAI.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 22nd September, at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 27th Sept. at 5 P.M. No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 1st October, at 10 A.M.

No Claim will be recognised if filed after the 11th October, 1917.

T. DAIGO, Agent.

Hongkong 21st September, 1917.

NEARLY FINISHED.

DOLLAR DIRECTORY

On Sale in Few Days.



SAKURA BEER



SOLE AGENTS:

SUZUKI & CO.

TEL. 468 ALEXANDRA BUILDING.

Summit COLLARS

Choosing a collar is as important as choosing a suit of clothes. A collar—apparently so trivial a thing—has power to make or mar a man's whole appearance. For nothing so readily and so visibly strikes the dominant note of his personality. It is not sufficient to secure your "size"—you need that exactitude of fit which only the "SUMMIT" range can give if you are to enjoy perfect ease and consciousness that your collar is really worthy of the wearer.

WE STOCK 20 DIFFERENT STYLES AND NEARLY ALL IN 1-4 INCH FITTINGS.

MACKINTOSH

Men's Wear Specialists, 16, DES VŒUX ROAD. TELEPHONE NO. 29.

Wm. Powell Ltd. TELEPHONE 346

TAILORING DEPARTMENT.

JUST RECEIVED.

SPECIAL HIGH-CLASS GREY FLANNELS

which, on account of the

HIGH EXCHANGE

have been marked very low.

COAT AND TROUSERS \$30.00 TO \$35.00

— TROUSERS \$12.00 TO \$15.00 —

GUARANTEED MATERIALS, CUT AND FIT.

COLUMBIA

GRAFONOLAS

LATEST MODELS

JUST RECEIVED

PRICES FROM \$25.00 UP.

BASED on Present HIGH EXCHANGE.

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THE ANDERSON MUSIC & CO., LTD.

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D.C.L.

Malt Extract

with

Cod Liver Oil.

The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley procurable, which is malted on their own premises by the most scientific methods of manufacture.

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WILL despatch VESSELS to the Undermentioned PORTS

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WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.
Electric Heat in Every Cabin. Electric Light in Every Cabin.
One, Two and Three Room Suites with Private Bath.
Lry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All Steamers call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports, and the West Indies.

For information as to Passage Rates, Freight Rates, etc. apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. R. BRAW, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

TELEPHONE 42.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 15, 1917.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

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TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned. Steamers proceed via Cape of Good Hope. Subject to change without notice.

THE BANK LINE, LTD.,
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Hongkong, 2 Jan., 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY:—

EXILE GARAGE.

TEL. No. 1083.

DES VOUX ROAD.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, VICTORIA, B.C.	Shinaba Maru Capt. Higo Yokohama Maru Capt. Terada	T. 12,500 T. 12,500
SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Fushimi Maru Capt. Irizawa	T. 21,000
SHANGHAI, Kobe and Yokohama	Hirano Maru Capt. Fraser	T. 16,000
SHANGHAI, Kobe and Yokohama	Kaga Maru Capt. Komatsubara	T. 12,500
KOBE	Nikko Maru Capt. Takeda	T. 9,600
KOBE	Rangoon Maru Capt. Goto	T. 8,000
KOBE	Bombay Maru Capt. Kawai	T. 8,000
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EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

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FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
PERSIA MARU	9,000	21st Sept.
KOREA MARU	18,000	28th Sept.
SIBERIA MARU	19,000	5th Oct.
TENYO MARU	22,000	12th Oct.
NIPPON MARU	11,000	19th Oct.
SHIYO MARU	14,000	26th Oct.

The S.S. "NIPPON MARU" and S.S. "PERSIA MARU" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.
ANYO MARU	13,500
KIYO MARU	17,000
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Tickets are interchangeable with the "Canadian Pacific Coast Service, Ltd." and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to

T. DAICO, Agent.

KING'S BUILDINGS.

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JAVA PACIFIC LINE

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JAVA-CHINA-JAPAN LIJN.

Monthly Service between

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Next sailings for SAN FRANCISCO via NAGASAKI.

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Sailing from Hongkong to San Francisco.

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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

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Cargo taken on through Bills of Lading to all Overland Points

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For particulars of Freight and Passage, apply to:—

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SHIPPING

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
TIENSIN	Kueichow	22nd Sept. at 5 p.m.
SHANGHAI	Yingchow	23rd Sept. at d'light.
SHANGHAI	Chenan	25th Sept. at 4 p.m.
SHANGHAI	Sinkiang	27th Sept. at 4 p.m.
SHANGHAI	Anhui	30th Sept. at d'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

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MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

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Regular Fortnightly Service between

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Steamer	From	Expected on or about	Will leave on or about	For
Tijmanoeck		28th Sept.	7th Oct.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

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Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in Saloon and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiphong... J. W. Evans ... TUES., 25th Sept. at noon.

Haitan ... A. E. Hodgins ... FRI., 23rd Sept. at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For Steamship On

MANILA ... Yuensang Sat., 22nd Sept. at 3 p.m.

HAIPHONG ... Taksang Sun., 23rd Sept. at 7 a.m.

SHANGHAI ... Wiansang Tues., 25th Sept. at d'light.

SANDAKAN ... Mausing Tues., 25th Sept. at noon.

MANILA ... Loongsang Sat., 29th Sept. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war.

Particulars on application.

HANGHAI LINE—Sailings approximately every six days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the up tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday.

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BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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COMMERCIAL NEWS.

Reported American Embargo on Japanese Silk.

For several days past there have been rumours of the U.S. Government extending the list of the commodities the export of which requires special permission from the American authorities. It is now reported that the United States will prohibit the import of Japanese raw silk and habutae. According to the "Jiji," a leading firm in Osaka has received a telegram stating that it is rumoured the U.S. Government is taking steps to interdict the importation of Japanese raw silk and habutae, and that, therefore, due precautions should be exercised in this connection. If this report is true, it will of course produce a very serious effect on Japan's export trade, for silk is the most important of the commodities exported from this country, and moreover, America is the largest customer for that article. The report, however, has not yet been confirmed.

Yarn Panic in Osaka.

The Osaka Cotton Yarn Exchange suffered a heavy slump last week after a long continuance of heavy advances. On August 28 quotations closed as follows:—

	Y	Y	Y
September	284.30	323.61	39.49
October	291.00	323.05	31.05
November	297.40	327.90	35.40
December	294.50	326.15	31.61
January	295.00	325.95	35.95

That quotations should fall by no less than Y30 in a single day is very exceptional, remarks the "Japan Chronicle." The prices on August 28 show a decline of no less than Y200 compared with the highest quotations reached only a fortnight ago. There seem to be no special reasons responsible for the drop, which is evidently due to the collapse of the artificial influences which caused the extraordinary boom. As a matter of fact, there is nothing very extraordinary in quotations falling as the present cost of one bale of cotton yarn is not more than Y230. Interest now centres, not on the future course of quotations, but on the effect which the precipitous drop will have on the merchants concerned. When the exchange was booming, there was much talk of menshi narikin, or those who have made fortunes by operations in cotton yarn. If these narikin had got hard cash, all would be well, but the fact is not so in the majority of cases. They were narikin simply on the face of accounts for their profits represented a margin in quotations of a few months ahead. The present slump will convert, on has already converted, the narikin into naikin, or moneyless, or into something even worse. There is already a serious panic among the erstwhile narikin, and it is feared that that some bankruptcies will appear.

The U.S. Embargo on Iron and Steel.

There have been some stirrings as to the manner in which the negotiations between the Japanese and American Government as to supplies of iron and steel for Japan may be settled, says the "Japan Chronicle." A new theory is now advanced. According to information from what is described as a reliable source, there are indications of the Japanese-American negotiations being settled by mutual concessions on some quid pro quo being given in return for American supplies of iron and steel. It is said that the settlement will be along the lines of offering three-fourths of the ships built with new American supplies for the joint use of Britain, the United States, France, and Italy, and leave the use of the remaining one-fourth to Japan. It is even said that the Japanese authorities have hinted that an understanding on that basis has been nearly reached with the U.S. Government. Further, it is pointed out in some quarters that the basis of settlement mentioned fits in with the manner in which it is expected the control of shipping in this country will be carried out. As to the 400,000 tons of iron and steel already under contract, it is said that negotiations with the U.S. authorities are being conducted separately from those concerning future supplies. At first it was thought that the consignments under contract would be the first that the U.S. Government might agree to supply to Japan if any supplies were to be made at all. Far from this being the case, it is now reported that the outlook for the quantity already contracted for is rather hopeless.

STOP PRESS TELEGRAMS.

THE NEW BRITISH PUSH.

Gains of Great Strategic Importance.

London, September 20. Reuter's correspondent at the British Headquarters, reporting on the new offensive, says:—A large percentage of the prisoners are young, chiefly Bavarians. A captured messenger dog bore a message ordering that the high ground towards Molensart St. Hook must be recaptured at all costs and ordering that as many guns as possible should range thereon. The work of consolidating was strenuously progressing all the afternoon under the protection of heavy barrage fire. Our casualties are not heavy considering the enormous value of the gains attained, which is a bitter commentary on the German claim that the offensive in Flanders has failed. The ground won is of vital tactical and high strategic importance, and we are prepared for desperate enemy counter-efforts. The day has been a glorious one for the armies in Flanders.

On the French Front.

London, September 19.

A French communiqué states:—After a violent bombardment, an enemy attack south-east of Cerny was stopped by our fire. It did not succeed in reaching our lines.

BELGIAN SUCCESS IN EAST AFRICA.

London, September 20.

A Belgian communiqué states:—The success of the Belgians in German East Africa at Madoke on September 9 was completed by the capture of enemy positions at Kalimoto. The enemy is retreating toward Mahenge on the whole front, pursued by the Belgians.

(Continued from Page 1.)

RUMANIAN ATTACKS.

London, Sept. 20.

The "Times" correspondent at the Rumanian Headquarters says: The enemy has been inactive for three weeks since his defeat by the Rumanians, who have since carried out successful raids. A new Alpine Battalion in one raid took 400 prisoners and buried 300 dead. The battalion had only 40 casualties.

SEQUEL TO CANADIAN OUTRAGE.

Montreal, Sept. 20.

Monette, the ring leader of the dynamiters of Lord Atholstan's residence, has been arrested.

ANOTHER SHIPPING OUTRAGE.

Wellington, Sept. 20.

The steamer Portkembra from Australia bound for the United Kingdom with mails and a valuable cargo was sunk by the explosion of an infernal machine in Cook's Strait. One side was almost blown out and the ship foundered in 20 minutes. There were no passengers and no casualties.

A GERMAN OFFENSIVE?

Paris, Sept. 20.

A semi-official message states: The German bombardment on the Aisne, in Champagne and at Verdun has already lasted 24 hours and continues most violently. Apparently it presages an enemy offensive.

HIGHER FREIGHTS LIKELY.

London, Sept. 20.

The "Times" says that substantial increases in freight eastwards and to Australia are expected shortly. Outward freights to India will be provisionally raised by a third from November 1.

AUSTRALIA AND CANADIAN APPLES.

Ottawa, Sept. 20.

Australia has raised the embargo on Canadian apples but restricts the importation to 10,000 boxes.

GREEK GENERAL ARRESTED.

Athens, Sept. 20.

General Papoulas, who ordered Greek troops to fire on the Allies on Dec. 1 last, has been arrested at Missolonghi.

NEW FOOD ECONOMY DIRECTOR.

London, Sept. 20.

Sir Arthur Yapp, Secretary of the Y.M.C.A. has been appointed Director of Food Economy.

COMPANY REPORT.

The Douglas Steamship Company, Ltd.

The report of the above Company for presentation to the shareholders at the thirty-fourth ordinary general meeting, to be held at the offices of the Company, on September 29, at noon, states:—

The General Managers beg to submit to the shareholders their report on the thirty-fourth year's working of the Company, ending June 30th, 1917.

After paying all running expenses, docking charges, premia of insurance, bonus to captains and officers of steamers, remuneration to Consulting Committee and Auditors' fees, the amount of credit of Profit and Loss A/c. is \$359,829.24 out of which an Interim Dividend of 10 per cent. was paid on 4th April last absorbing \$100,000.00 and subject to the approval of shareholders it is proposed to appropriate the balance remaining, as follows:—To pay a final dividend of 2 per cent. (\$1.00 per share)... \$20,000.00

To pay a bonus of 8 per cent. (\$4.00 per share)... 80,000.00
To write off from the value of the Company's Steamers and Properties... 77,829.24
To place to Reserve Fund... 82,000.00
\$259,829.24

During the year coastwise freights and charters were very satisfactory and but for the requisitioning by the Government of two of the steamers during the last three months the results would have been much better.

The steamers and other property of the Company have been maintained in good order. Consulting Committee.—Hon. Mr. David Landale resigned on leaving the Colony, his place being taken by Hon. Mr. O. E. Anton. The Committee now consists of Hon. Mr. O. E. Anton, Mr. A. O. Lang and Hon. Mr. R. G. Shawan who retire but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. R. Lowe and C. Bernard Brown who retire but offer themselves for re-election.

BRITISH NAVY'S CONTROL.

Admiral Jellicoe Describes Present Situation.

London, August 2.—"The British Navy's control of the nerve system of maritime communications of the world at this juncture is more complete than the control exercised by the army of the Central Powers on land," said Admiral Sir John B. Jellicoe, First Sea Lord, and Chief of the Naval Staff, in an interview with the Associated Press yesterday, in which he discussed the submarine menace and the naval situation at the end of the third year of the war. "That," he said, "suggests perhaps a train of thought which American students of the war might pursue with interest and advantage to the Allied cause. But I am content at this moment merely to emphasise the supreme importance of the work which the Grand Fleet is doing under the command of Sir David Beatty."

"You ask me how it is that German destroyers are able to carry out raids from time to time. Such missions are entrusted to the swiftest vessels under the German ensign and they are carried out with every advantage on the side of the Germans. The North Sea is a very big area of water. It is more than twice as large as the whole United Kingdom—England, Scotland, Wales and Ireland—which is traversed by nearly 24,000 miles of railway lines."

"The German destroyers wait for dark and then dash off from one of the bases situated within an hour or two of steaming of the British coast. They have the choice of an objective against a coast line of great length. There is hardly a point, but is undefended, advantage having been taken of the immunity from bombardment which international law was believed before the war to confer."

"Now, mark these points: The enemy has the choice of nights when the weather and visibility are most suitable for its purpose. He puts to sea clear of his mine field. He can steam in a northerly, westerly, or southern direction. Aircraft are used for reconnaissance so as to gain information of the movement of the movement of the British patrol forces. The Germans have the further advantage of being able to fire at every craft which comes within sight the moment it is sighted."

"What is the position of the British patrol, whose vigilance has been subjected to three years of unceasing strain? Officers have many duties to carry out quite apart from punishing these 'tip and run' raids. They never know when the enemy ships will break out or where they will speed at their highest speed, and in the darkness they have to discriminate between friend and neutral on the one hand and foe on the other hand before they fire. "Despite the advantages which the Germans enjoy, no raid has resulted in the slightest military gain to Germany or loss to Great Britain. Such a policy cannot be pushed successfully unless the enemy is prepared to support his destroyers with stronger forces—in other words, risk some portion of his high seas fleet—and thus the menace of our Grand Fleet operates."

"We deplore the loss of life among non-combatants; but, after all, we are engaged in a war whereon the freedom of the world depends, and we cannot deflect our strategy from its main purpose. That is what the Germans hope to effect and they have failed. At the same time perhaps I may add that since the exploit of the 'Swift' and 'Broke' the enemy has attempted no raid on the British coast."

"This leads me to say a few words as to the destroyer and submarine bases on the Belgian coast, which are in the occupation of the Germans. One is Ostend; the other is Zeebrugge. The Germans have applied to this length of sandfringed coast the same principal of intensive fortification adopted higher up on the North Sea and the island of Heligoland. The coastline is studded with heavy guns, which in themselves constitute infinitesimal targets at a range of more than twenty thousand yards on which any bombardment could be carried out."

"Moreover, the enemy has not been slow to make fullest use of aircraft and smoke screens by way of protection. Ostend offers the best target, but it can only be attacked at rare intervals when a favourable combination of wind, weather, and sea conditions can be attained. Zeebrugge, in the real sense of the word, is not a naval base, but merely an exit from the inland port of Bruges, with which it is connected by a wide, deep-water canal. There is little to hit at Zeebrugge. Still I hope that the problem which the Belgian coast presents is not unsolvable."

"Turning to the general naval situation at the end of the third year of the great war, Admiral Jellicoe said: "The fourth year of the naval war opens this week and only those who are familiar with German naval literature—which preached the doctrine of the offensive—can appreciate the significance of naval events during the past three years. The German High Seas fleet was not created that it might remain inactive month after month. It is a great war engine. No greater mistake can be made than to underestimate its strength. It is far stronger, for instance, than the British fleet was ten years ago, and in years before the opening of the war it was submitted to a very thorough intensive system of training."

"The British Grand Fleet has offered it a challenge to action which has not been accepted, for, on the occasion of the battle of Jutland the Germans had no thought of a fight to a finish. For the whole year now the High Seas Fleet has ventured only beyond its protected mine fields on one occasion—August 21 last year, and then it speedily sought shelter once more."

"Owing to the attention which the novel and barbarous submarine warfare has attracted there is perhaps a tendency to forget that continued success of our Grand Fleet in containing the main German force on which the success or failure of the Allied cause is mainly dependent. Very little can be said as long as the war lasts of the work of the Grand Fleet, but it is the foundation whereon all the efforts of the Allies rest."

"What has it done? For a period of three years it has robbed the Germans of all advantages which they expected to reap from the possession of a strong battle fleet. That force was to have sallied forth from time to time. The Germans calculated that they would strike at their selected moment, when their fleet would be at a maximum strength and that they would catch our Grand Fleet at a moment when, owing to the absence of ships undergoing repairs and the odds were little, if anything, against them. They have not been permitted to carry out that scheme, but we have always to be on our guard."

"We cannot permit them, for instance, to emulate the example of Villeneuve when he eluded Nelson off Toulon and cruised to the West Indies and then got back to port again having suffered little injury as the result of Calder's action. No, we must not contemplate such a break-out on the part of the Germans, particularly now that the American people are in the war and require peace and security in order to mobilise their enormous fighting power."

"The carrying out of that purpose imposes a heavy responsibility on the Grand Fleet. The Grand Fleet consists not only of battleships and battle cruisers, but includes also light cruisers and destroyers. If these destroyers were not working with the Grand Fleet they would be available for combating the submarine menace. It is sometimes suggested that for this and other reasons we ought to adopt a more offensive policy against the German High Seas Fleet. We are face to face with the old problem—how to force a fleet which hides in a harbour to come out and fight. It is a very old problem. Our forefathers were familiar with it. For twenty years it confronted them at the end of the eighteenth and the beginning of the nineteenth centuries."

"A superior fleet can force an enemy fleet into port, but if it is to be compelled to come out against its will, history suggests that compulsion must be applied by the army acting against its

"OUR DAY."

Lady May Rose Fund.

Mr. L. N. Leafe informs us that the Committee appointed by the Executive Committee of the War Charities to arrange the celebration of "Our Day," has decided to repeat the sale of roses which was so successful and prominent a feature of the proceedings a year ago.

Subscriptions to the Lady May Rose Fund will now be gratefully received, and applications for roses should be addressed to Lady May, Government House, with the envelope marked "Rose Fund." Cheques should be made payable to Lady May and crossed.

In view of the fact that Lady May has not yet returned to the Colony, it is important that the marking "Rose Fund" be not omitted; otherwise applications will not be opened.

Several generous donors, whose names will be published later, have very kindly defrayed the cost of the roses, and it is fervently hoped that the proceeds of the sale of roses will exceed even those of a year ago.

Lord Lansdowne stated recently that the needs of British Red Cross work were now not less than \$3,000 a day, so the call is pressing.

The names of subscribers and the amounts subscribed, will be notified daily in the press.

The under-mentioned subscription for the Lady May Rose Fund has been received and is gratefully acknowledged:—Messrs. Carmichael and Clarke... \$ 500

CANTON NEWS.

Our Canton correspondent writes under date of September 20 as follows:—

Lau Kin-fan, Defence Commissioner of Lin Ling South of Hunan, and most of his military officers have declared independence against Tuan Chih-jui's Government only. Telegrams to this effect have been sent to various provinces. On hearing this the Tachun invited Li Lieh-kwan, Ching Pih-kwong and the commanders of Yunnan troops to discuss the dispatching of armies to Wing Chow without delay. Luk Wing-tung has also ordered the army which had been ordered to halt on the way to proceed to Wing Chow and Hang Chow.

It is reported that Dr. Sun, Luk Wing-tung, and Tang Kai-yin, the Tachun of Yunnan, have several times sent representatives to see Lung Chai-kwong, who, however, will not commit himself. The Premier is now sending U Lung-sun to the South to see Lung in order to prevent him from joining the Southern parties. Luk Wing-tung has arrived at Lung Chow to investigate the result of the training of the 30 battalions of new recruits. Owing to the receipt of many telegrams seeking to persuade him to come to Canton, Wu Ting-fang has at last sent his son to the South to express his political opinions. He says that he will come down when his health is better.

Passed Through Sandhurst. Mr. A. Morris has received a cable announcing that his son has passed fifth in the final examination at Sandhurst, and has been Gassed to The South Wales Borders.

No Appearance. Mr. E. Hall, the proprietor of the Palace Hotel, Kowloon, was the complainant in a case before Mr. J. K. Wood, this morning, in which a ricksha coolie was summoned for refusing a fare. When the case was called, Mr. Hall did not appear and the case was dismissed.

base or bases. I need not say any more on that issue, except to suggest that naval power and military power are complementary to one another. The navy alone cannot win a war, as history has always shown, and the army alone cannot triumph, as the Germans have learned.

HONGKONG DEFENCE CORPS.

Administrative Orders issued by Major H. A. Morgan-Administrative Commandant, state:—

Strength. Pte. J. Evans was enrolled on 17.9.17, and posted to "B" Company. Pte. W. T. Watts Evans was enrolled on 17.9.17, and posted to "D" Company. Pte. E. Pepprell was enrolled on 17.9.17, and posted to "D" Company. Pte. R. Parris was enrolled on 17.9.17, and posted to "D" Company. Pte. T. Thompson was enrolled on 17.9.17, and posted to "B" Company. Pte. W. D. Bell was enrolled on 18.9.17, and posted to "D" Company. Pte. E. J. Birbeck was enrolled on 18.9.17, and posted to "B" Company. Pte. G. E. Bird was enrolled on 18.9.17, and posted to "B" Company. Pte. A. H. Crook was enrolled on 18.9.17, and posted to "A" Coy. No. 4 Platoon. Pte. H. H. S. Farmer was enrolled on 18.9.17, and posted to "A" Coy. No. 4 Platoon. Pte. J. Mitchell was enrolled on 18.9.17, and posted to "B" Company. Pte. M. Pinget was enrolled on 18.9.17, and posted to Machine Gun Coy. Gunner F. Kennedy was enrolled on 20.9.17, and posted to Artillery Coy.

Leave. Permits to leave the Colony will not be granted to members of the Corps unless they present to the Pass Office a certificate, signed by an Officer, showing that leave from the Corps has been granted.

2nd Lieut. A. M. Thornhill is granted leave for the duration of the war, from 18th September, 1917.

Pte. W. J. Dexter is granted 2 months' extension of leave, from 22.9.17. Pte. W. Forsyth is granted 1 month's leave, from 18.9.17. Pte. A. L. Ramsey is granted 2 months' leave, from 23.9.17. Pte. T. A. Lughlin is granted 25 days' leave, from 27.9.17. Pte. S. G. Guard is granted 4 weeks' leave, from 14.9.17. Spr. A. W. J. Simmons is granted 6 weeks' leave, from 16.9.17. Spr. F. Sontar is granted 27 days' leave, from 29.9.17. Acting Bombr. C. O. Stark is granted 7 weeks' leave, from 27.9.17.

Transfer. Pte. V. Murrell is transferred from Machine Gun Coy. to Stretcher Bearer Section, dated 19th September, 1917.

Attached. Pte. H. G. H. Griffith, "A" Company, is attached to Stretcher Bearer Section from 18th September, 1917.

Correspondence. Official correspondence is not to be addressed to Officers by name but by their appointments. Jewish members of the Corps will be excused all parades and duties on 25th and 26th September.

Artillery Parades. Orders for Artillery Company by Captain J. H. W. Armstrong, V.D., state:—

Monday 24th instant.—5.30 p.m. Right Half Company at Belchers Battery. Range Takers' class only. Left Half Company at Belchers Battery. Range Takers' only.

Tuesday 25th instant.—7.30 a.m. Right Half Company at Belchers Battery. 5.30 p.m. Left Half Company at Belchers Battery.

Thursday 27th instant.—5.30 p.m. Left Half Company (Gun numbers other than specialists) at Belchers Battery.

Friday 28th instant.—7.30 a.m. Right Half Company (Gun numbers as detailed) at Belchers. 5.30 p.m. Right Half Company (Layers and Setters' class only) at Belchers Battery. Left Half Company (Layers and Setters' only) at Belchers Battery.

Engineer Orders. Orders for Engineer Company by Captain W. Russell state:—

21st to 23rd September, 1917.—N. ghtly E.L. manning at Belchers and Lyceum as per Rosters.

Parades.—Engineers drivers 6.00 p.m., Electricians 6.15 p.m.

Examinations.—Examinations for 1st ratings will take place at Belchers on Friday, 21st instant, at 8.30 p.m. under Captain Russell, Lieut. Stevenson and 2nd Lieut. Brown. 2nd Lieut. Brown will examine 1st ratings at Lyceum on 24th and 25th instant at 8.30 p.m.

Instructional Classes will be held at Belchers at 8.00 p.m. on

Tuesday and Thursday for skilled and superior ratings, under Sergeant Major Bryant, B.E., Staff Sergeant Parsons, B.E., Corporal Day and 2nd Corporal Norris, H.K.D.C. The Chief Engineer directs that Lieut. Stevenson walks over the duties of 0 1/2 D.E.L., Lyceum, and 2nd Lieut. Brown the duties of 0 1/2 D.E.L., Stonecutters, during Captain James' absence on leave.

Infantry Orders. Orders for Infantry Battalion by Major H.A. Morgan state:—

Parades. Monday 24th instant.—5.00 p.m. former members of H.K.V.R. (other than Kowloon Dock Section) resident in Kowloon, at U.S.R.C. Miniature Range, T.E.T. (Grouping), under Company Sergeant Major Cooke. "A" Company, No. 1 Platoon, No. 1 and 2 Sections, at King's Park Range, Annual Musketry Course. Dress, Drill Order with two small pouches. 5.10 p.m. Machine Gun Company (former members of Centre Section M.G. Co.) drill at Kowloon Dock. H.K. residents proceed by launch from Statue Wharf, at 4.30 p.m. Dress, Drill Order without rifles. 5.30 p.m. Machine Gun Company (former members of M.G. Section H.K.V.R.) at Headquarters. Dress, Clean fatigues. Mounted Section at Jockey Club Stables. Dress, Drill Order. Signalling Section, "B" and "C" Classes, at Headquarters. Dress, Clean fatigues. Recruits of all units on Murray Parade Ground under Sergeant Orberry, Corps, Grimes, Edmonds and Edmonds. Dress, Drill Order.

Tuesday 25th instant.—7.10 a.m. Machine Gun Company (former members of Scouts Co. M.G. Detachment) at Headquarters. 5.00 p.m. "A" Company, No. 1 Platoon, Nos. 3 and 4 Sections, at King's Park Range, Annual Musketry Course. Dress, Drill Order with two small pouches. 5.30 p.m. "A" Company, No. 4 Platoon at Headquarters. Section drill and Fire Discipline Training. Dress, Drill Order. Stretcher Bearer Section at Headquarters. Signalling Section, "A" class, at Happy Valley, Station work. Dress, Drill Order without rifles.

Wednesday 26th instant.—5.00 p.m. "A" Company, No. 3 Platoon, at King's Park Range, Annual Musketry Course. Dress, Drill order with two small pouches.

Thursday 27th instant.—5.00 p.m. Machine Gun Company (members as detailed) at King's Park Range, Annual Musketry Course. Dress, Drill order with pouches. 5.15 p.m. Mounted Section on Croquet Ground (dismounted). Tests of Elementary Training. Dress, Drill order with rifles and pouches. 5.30 p.m. Signalling Section "B" and "C" classes (except Right Half Section) at Headquarters. Dress, Clean fatigues. New members of "D" Company (joined since 1.9.17) at Headquarters. Lecture on Care of arms etc. by Corporal Edmonds.

Friday 28th instant.—5.00 p.m. Machine Gun Company (Members as detailed) at King's Park Range, Annual Musketry Course. Dress, Drill order with pouches. 5.30 p.m. Recruits of all units on Murray Parade Ground, under O.S.M. Withnell, Corporals Grimes, Edmonds and Meade. Dress, Drill order. Signalling Section "A" Class (except Right Half Section) at Happy Valley, Station work. Dress, Clean fatigues. Signalling Section "B" Right Half Section) on Murray Parade Ground. Squad Drill and Rifle Exercises.

Musketry. Members wishing to fire their Annual Course at the Peak Range, or King's Park Range, on two days a week, at 6.30 a.m., instead of at King's Park at 5.00 p.m., are requested to send in their names to their Company Commanders.

Detail. On duty from the morning of Sunday, 23rd, to the morning of Sunday, 30th September, members of the Corps, formerly in "A" Company, H.K.V.R. Orderly Officer, Lieutenant A. E. Wright. On duty 29th Sept., Mounted Section: 1st. Out, Machine Gun Company; 2nd, Machine Gun Company; 3rd, "A" Company; 4th, "A" Company; 5th, "A" Company; 6th, "A" Company. Orderly Officer from 30th September to 6th October, Lieut. J. O. O'Connell.

GENERAL SHIPPING NEWS.

Shipowners Sued for Cargo Damage.

In the King's Bench Division, recently Mr. Justice Rowlatt concluded the hearing of the action brought by Samuel Sanday and Co., merchants, High-street, Hull, against the West Hartlepool Steam Navigation Co., Ltd., Victoria-terrace, West Hartlepool, in respect of damage caused to a cargo of wheat carried in the defendants' ship the Hendon Hall, from Montreal to Hull. The plaintiffs were the bill of lading holders, and they alleged by their statement of claim that the damage to the cargo was caused by defects in the ship; that she was not reasonably fit to carry the cargo, and was unseaworthy. It was alleged in particular that the sounding pipes in Nos. 3 and 4 holds were defective, and permitted water to enter, and also that certain of the chafing planks were improperly fastened. The defendants denied liability, and said that the damage was caused by perils of the sea, very heavy weather being experienced during the voyage. Mr. D. C. Lock, K.C., and Mr. Alce Neilson represented the plaintiffs; and Mr. Mackinnon, K.C., and Mr. Kennedy were for the defendants. Evidence having been called for the defendants' case as to the seaworthiness of the steamer Hendon Hall, Mr. Justice Rowlatt, in delivering judgment, said it had been suggested by the plaintiffs that the fixing of the chafing board in the deck on the port side constituted unseaworthiness. It was not a solid board lying over all its length on the deck and bolted to the deck, but a board which was lifted up on chocks with an interval of 18 inches between them, and bolts were fixed in position by means of a screw knotted on the under side. During the voyage the sea obviously got under this shifting board, forcing it up and carrying away the bolts. The first question he had to ask himself was whether that fixing constituted unseaworthiness in regard to the cargo which was stored immediately underneath the holes which were made in the deck by the bolts being carried away. The bolts in this case were not screwed in, and Mr. Lock, for the plaintiffs, said that having regard to the mounting of the chafing board above the deck the cargo was exposed to risks by the bolts being put into the deck in this way, and that this constituted unseaworthiness. Everybody agreed that a board of this kind was more liable to be carried away than one efficiently fastened, but even the plaintiffs' witnesses did not like to say that this was unseaworthiness, and upon the whole it seemed to him that it was not so. The fixing might have been better, but he was not prepared to say that if there was such a fixing the vessel ought not to have been sent to sea. The other question was whether there was unseaworthiness in respect to the covering of the sounding pipes. There was a sounding pipe which went down into the bilge in both No. 3 and No. 4 holds, and if water got down there in any quantity the damage complained of might have been produced. It was found that under the space where the board had been torn away there was a "column" of damage extending through the cargo. That was in No. 3 hold, and the damage also extended to the same level in No. 4 hold, the plaintiffs saying that this damage was caused by the holes made by the lifting of the chafing board. It was also proved in the evidence that there was a hole in the water-tight bulkhead about 15 inches from the bottom, this not being found out when the vessel was at Quebec, though the bilges were looked at carefully. If this hole was there it would have contributed a liability on the ship, since if there had not been a hole in the water-tight bulkhead the water would not have got into No. 4 hold. The only answer to that by the shipowner was that it was true that the wheat in No. 4 hold had been damaged by the hole in the bulkhead, but that if it had not been for the hole in the bulkhead the damage in No. 3 hold would have been worse. He did not think that the ship could rely upon this reasoning, as it meant taking

advantage of their own wrong, and, as counsel had pointed out, if there was an alleged water-tight bulkhead which was not water-tight the shipowners would have to pay for the damage. He had to consider whether the balance of the damage done in No. 3 hold was done by the holes made by the chafing boards or by the tops of the sounding pipes being such as they were, and whether that was unseaworthiness. It was rather a nice question, but when the size of the holes were considered, together with the water which got down, it was found that the holes must have been submerged from six to seven hours. He was bound to say that it was very difficult to him to see that, however bad the weather was within the 12 or 14 hours stated in the evidence, there was a foot of water over these holes for some six or seven hours. If the water had come down through the holes made by the chafing board he found it difficult to believe that the damage would have extended as high as it did in both No. 3 and No. 4 holds, as the water would have been checked in No. 3. At the top of the pipe it swelled out with a knot which was at the rim of the pipe, and in which was placed a plug. He had no doubt that under ordinary conditions the fixing was all right, but the ship was swept with moving water from side to side, and the top of the pipe canted over at an angle, the rush of water tending to draw the plug out of the hole. It was shown in evidence that the officers had lashed a piece of canvas round the pipe, and it was obvious that this would open out from time to time and let in water. Why had the officers put the canvas round the pipe? It was the most eloquent thing in the whole case, and the step was obviously taken as a precaution. Therefore, he thought it quite probable that the water had gone in through the pipe, this going on for some eight or nine days, whereas the other explanation was only confined to a few hours. He had, therefore, come to the conclusion that the water had got in through the sounding pipes, and that that was unseaworthiness as regarded the cargo. That being so, judgment for damages in respect to 320 quarters of the wheat would be awarded to the plaintiffs.

Sailing Ship Revival.
The increasing difficulties of shipping trans-port, owing to the serious depletion of steam tonnage, have had an unexpected effect in several directions, but in none more so than in the revival of sail tonnage in many trades where each had been entirely and, as was generally thought, permanently eliminated. The placing of sail tonnage on the berth, for instance, such as ruled from Liverpool (says the *Journal of Commerce*) to the Colonies only a few years ago, had gone for ever; in fact, the berthing of sail tonnage in any port would, just prior to the outbreak of war, have been regarded as an anomaly, but the largely increased trade between North and South America has forced shippers back to this old-time manner of transport, and many old British ships now sailing under the Norwegian flag have been impressed into this trade, which has been paying the very remunerative rates of about £8 to £8 10s per ton, New York to the Argentine. Consequently the prime values of all such tonnage has materially increased, and sales have been reported done recently at as high as about £14 per net register ton against about £12 10s per ton done in 1916 and £7 in 1915. Liverpool sailing ship tonnage is gradually decreasing, as already reported, but the last two transactions in sailing vessels balance one another in this respect, being a sale of one Liverpool vessel against the purchase by Liverpool owners of an Aberdeen vessel. The Liverpool vessel sold in the four-masted steel barque *Howth*, 21,6 tons net register, ex Henry Edmonds, which has gone to London buyers for about £30,000. She was owned in Liverpool by Messrs. G. Windram and Co., and was built in 1892 by Messrs. Workman, Clark and Co. Ltd., at Belfast, and passed a special survey April, 1916, at the port, when she

re-classed 100 A1 Lloyd's classification. The addition to Liverpool owned tonnage in the steel barque *Liverlyde*, 1,576 tons net register, of Aberdeen, which has been purchased here for about £24,000. She was built in 1898 at Port Glasgow by Messrs. Russell and Co., and passed last survey at East London in September of last year, standing at the highest class in Lloyd's Register. Her late owners were Messrs. G. Milne and Co., of Aberdeen.

Ship Building in America.
Philadelphia's shipbuilding facilities will be augmented by twenty-six new ship ways on the Delaware River to speed the construction of part of the fleet of steel and wooden ships with which Gen. Goethals hopes to overcome the German submarine menace. The commissioners of navigation have granted permission to the Chester Shipbuilding Company to erect twelve cradles for a new plant at Bristol and to the Traylor Shipbuilding Company for ten at Cornwells. Two will be added to the yard of the Chester concern at Chester. The additions will all turn out small vessels, the new plants at Cornwells and Bristol being the first to be erected north of the deep-water channel. At these plants the new ships will be launched sideways as in the ways on the Great Lakes.

Shipping Companies and Customs' Damage.

Sir Clement Kinloch Cooke, in the House of Commons recently, asked the President of the Board of Trade whether he is aware that as a result of the Government order compelling exporters to make known to the Customs authorities the contents of cases sent for consignment the cases are often opened and part of the contents stolen; that this has happened recently in regard to a case containing stylographic pens where the case was subsequently resealed, and looked as if it had not been opened, and as a consequence a clear receipt was given by the consignee; that the shipping companies are legally protected against claims for damages by the giving of a clear receipt, and by the fact that such cases are not opened until the vessel by which they were consigned has left the port of arrival, and what redress the Government propose to give importers who suffer loss of this kind? Sir Albert Stanley:—I am informed by the Commissioners of Customs and Excise that their officers have a statutory right to examine all goods intended for exportation, and that the exercise of this right is an essential part of the machinery for enforcing the export prohibition. The law imposes on the exporter or his agent the duty of opening and repacking the packages selected for examination. The Customs officer does no more than examine the contents in the presence of the exporter or his agent—a representative of the harbour authorities or the shipping company. If particular of the case the hon. member has in mind are sent to me, I will have them inquired into, but he will understand that, generally speaking, the Board of Customs and Excise cannot in the circumstances described above accept responsibility for any loss of damage that may result from the examination.

Spanish Shipbuilding.
The shipbuilding yards of Spain on both sides of the Peninsula were actively engaged during 1916 in the construction of new vessels and enlarging facilities. The merchant ships now on the way, mostly of over 50 tons register, represent an estimated total displacement of 100,000 tons. The three yards at Bilbao are building 45,000 tons, at Ferrol 10,300 tons, at Cadix 19,000 tons, and at Cartagena 6,000 tons. Six vessels recently completed and nine under construction by one of the leading shipbuilding companies aggregate about 68,000 tons. At the shipyards of Sestao, at Bilbao, recently enlarged to occupy an area of 107,640 square feet and employing from 1,900 to 2,000 men, a vessel of 16,000 tons is being built for the Compania Transatlantica de Barcelona, and two ships of 4,500 tons each for the Alfoz Hornos de Vizcaya. The yards of Coruna and Gijon are increasing facilities so as to construct ships up to 7,000 tons. Several large sailing vessels and some small steamers were built at Barcelona. A feature of the past year was the increase in new sailing vessels; some were also purchased from foreign owners. The most important acquisition to the Spanish Merchant Marine was the steamer *Oceanic*, bought by the Compania Transatlantica, rechristened the *Alfonso XIII.*, and placed in the Spanish-American service.

American Shipping Control.
Plans for taking over for operation all American ocean-going merchant ships are soon to be announced by the Shipping Board. Charterers will be requisitioned under a recent act of Congress authorizing the President to commandeer tonnage for Government use. The programme is preliminary to putting into operation an agreement between the American and British Governments for joint control of the world's shipping. It will give the Shipping Board control of ocean freight rates charged by American ships, and a rate basis to be worked out will be used for arranging an international rate schedule. The chief aim in commandeering charters is to get more ships into transatlantic service, many American cargo vessels and ships now engaged in the Pacific and South American trade will be diverted to transatlantic runs. Their places will be taken to a large extent by neutral ships and by Japanese tonnage. The plan is to commandeer charters and, wherever advisable, let the ship itself be operated by the owner under a Government charter. In this way the Government will direct operations and specify services in which ships shall ply, and, at the same time, avoid expenditure of the vast sum of money that would be required if the hulls themselves were taken over. Wherever operators fail to carry out the Shipping Board's regulations, charters will be taken from them and given to others.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
H. K. & S. Banks	\$550
MARINE INSURANCES.	
Canton	n. \$320
North China	n. t. 110
Unions	n. \$775
Yangtzes	n. ex 78 \$19
FIRE INSURANCES.	
China Fires	n. \$150
H. K. Fires	n. \$290
SHIPPING.	
Douglases	n. \$81
Steamboats	n. \$174
Indos (Del.)	n. \$89
Indos (Pref.)	n. \$35
Shells	n. 107 1/2
Ferries	n. \$29
REFINERIES.	
Sugars	n. \$92
Malabons	n. \$29
MINING.	
Kailans	b. 40/-
Langkats	n. t. 14
Raubus	n. \$2.50
Tronahs	n. 28/-
Urals	n. 32/-
Oriental Cons.	b. 28/-
DOCKS, WHARVES, GODOWNS, & C.	
H. K. Wharves	n. \$73
Kowloon Docks	b. \$112
Shai Docks	n. t. 76
LANDS, HOTELS AND BUILDINGS.	
Centrals	n. \$30
H. K. Hotels	n. \$94
Land Invest.	n. \$38
H'ph'ers Est.	n. \$6
K'loon Lands	n. \$35
Shai Lands	n. t. 74
West Points	b. \$78
Reclamations	n. \$115
COTTON MILLS.	
Ewos	n. t. 16 1/2
Kung Yiks	n. t. 14
Shai Cottons	n. t. 121
Yangtzeops	n. t. 4.95
Orientalis	n. t. 36
MISCELLANEOUS.	
Borneos	n. \$64
China Light & P.	n. \$4.50
Providents	n. \$74
Dairy Farms	n. \$23
Green Islands	n. \$6.75
H. K. Electric	n. \$4.48
H. K. Ice Co.	n. \$149
Ropes	n. \$26 1/2
Steel Foundries	n. \$10
Trams, Low Level	n. \$5.30
Trams, Peak, old s.	n. \$9
Trams, Peak, new n.	cts. 90
Laundries	b. \$3
U. Waterboats	n. \$18
Watsons	n. \$6
Wm. Powells	n. \$6.50
Morning Posts	n. \$29

CORRECTED TO NOON FRIDAY SEPTEMBER 21, 1917.

BENJAMIN & POTTS.
Share and General Brokers.
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.	
T/T	3 1/2%
Demand	3 1/2%
30 d/s.	3 1/2%
60 d/s.	3 1/2%
4 m/s.	3 1/2%
T/T Shanghai	Nom.
T/T Singapore	137 1/4
T/T Japan	159 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	77 1/4
co & New York	
T/T Java	183 1/2
T/T Marks	Nom.
T/T France	448 1/2
Demand, Paris	449
BUYING.	
4 m/s. L/C	3 1/4%
4 m/s. D/P	3 1/4%
6 m/s. L/C	3 1/4%
30 d/s. Sydney & Melbourne	3 1/4%
30 d/s. San Francisco & New York	78 1/2
4 m/s. Marks	Nom.
4 m/s. France	445 1/2
6 m/s. France	470 1/2
Demand, Germany	Nom.
Demand, New York	77 1/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	154 1/4
Demand, Singapore	137 1/2
On Haiphong	492 prem.
On Saigon	492 prem.
On Bangkok	474
Sovereign	6.05 Nom.
Gold Leaf, per oz.	44.40
Bar Silver, per pz.	54

SUBSIDIARY COINS.	
Chinese	20 cts. pieces 3 % dis.
Chinese	10 " " 3 % do.
Hongkong 20 cts. pieces	% per.
Hongkong 10 "	% do.

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

行銀業法中

Capital (Y Paid up) ... France 45,000,000 (1/3 of the Capital subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot.

General Manager: A. J. Fernotte.

HEAD OFFICE:

71 Rue Saint Lazare, PARIS

BRANCHES:

PEKING, SHANGHAI, TIENTSIN, HONGKONG, and SAIGON.

BANKERS.

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County & Westminster Bank, Ltd.

In NEW YORK: Redmond & Co.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNELL, Manager.

HONGKONG BRANCH:

Queen's Building, Tel. No. 2352

5, Charter Road.

Hongkong, 20th August, 1917.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

DAY CARS	
10 AM to 12 AM	Every 15 Min.
12 AM to 1 PM	Every 15 Min.
1 PM to 2 PM	Every 15 Min.
2 PM to 3 PM	Every 15 Min.
3 PM to 4 PM	Every 15 Min.
4 PM to 5 PM	Every 15 Min.
5 PM to 6 PM	Every 15 Min.
6 PM to 7 PM	Every 15 Min.
7 PM to 8 PM	Every 15 Min.
8 PM to 9 PM	Every 15 Min.
9 PM to 10 PM	Every 15 Min.
10 PM to 11 PM	Every 15 Min.
11 PM to 12 AM	Every 15 Min.
NIGHT CARS	
11 PM to 12 AM	Every 15 Min.
12 AM to 1 AM	Every 15 Min.
1 AM to 2 AM	Every 15 Min.
2 AM to 3 AM	Every 15 Min.
3 AM to 4 AM	Every 15 Min.
4 AM to 5 AM	Every 15 Min.
5 AM to 6 AM	Every 15 Min.
6 AM to 7 AM	Every 15 Min.
7 AM to 8 AM	Every 15 Min.
8 AM to 9 AM	Every 15 Min.
9 AM to 10 AM	Every 15 Min.
10 AM to 11 AM	Every 15 Min.
11 AM to 12 PM	Every 15 Min.

SPECIAL CARS

By Arrangement at the Company's Office.

Alexandra Buildings.

De Vries Road.

"Season and punch tickets available for all."

Goods already paid for, running at the time stated in the Company's time table, but not for special cars, can be obtained on application at the Company's Office, 5, Charter Road, and will be issued on payment of the fare. Goods already paid for, running at the time stated in the Company's time table, but not for special cars, can be obtained on application at the Company's Office, 5, Charter Road, and will be issued on payment of the fare.

JOHN D. HUMPHREY & CO.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of Immovable Property, and Goods received on deposit.

Advances made on Merchandise.

Loans made on the Provident System.

TRUSTEES, EXECUTORS OF WILLS, ATTORNEYS, and Undertakers and Executors.

(Rates and Particulars on application.)

SHEWAN, TOMES & CO., General Managers.

Hongkong, 26th September, 1916

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital " 36,000,000

Reserve Fund " 22,000,000

Head Office.—YOKOHAMA

Branches and Agencies

Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in America: New York, San Francisco, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in Europe: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in Asia: Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in Africa: Cape Town, Durban, Johannesburg, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in Australia: Adelaide, Melbourne, Sydney, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in New Zealand: Auckland, Christchurch, Dunedin, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Pacific: Honolulu, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Indian Ocean: Bombay, Calcutta, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Mediterranean: Athens, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Black Sea: Constantinople, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Baltic: Stockholm, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the North Sea: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Arctic: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Antarctic: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Equatorial: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Subtropical: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Subarctic: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Subpolar: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

Branches in the Polar: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

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Branches in the Polar: London, Lyons, Manila, Peking, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

VIRGINIA CIGARETTES

THE NEW HIGH GRADE

IN PACKETS
OF 20

WALDO

IN TINS
OF 50

PACKED SPECIALLY FOR
MILITARY MESSES

LOOK FOR THE YELLOW & BLACK
LABEL.

THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

FALL OF RIGA.

Comment by The "Times"

London, Sept. 20.—The Times has an article on the fall of Riga to the following effect:—

The fall of Riga may be regarded as an endorsement of General Korniloff's warnings. Now that the way has been opened for the Germans for an advance on Petrograd, if there is anything that offers an obstacle to their march it is not the Russians but the approach of the rainy season. The morale of the Russians has been growing worse and worse since the Revolution, and the Divina line has practically been at the mercy of the Germans for some time. If the Germans did not deal a blow at the line sooner than they did it was because they counted on the success of the Stockholm Conference, as well as of the plot hatched by many German spies in Russia. Apparently it was German policy to avoid any attack on the Divina line, and thus risk a possible change in the Russian attitude, so long as the issue of the Stockholm Conference was not decided.

As the Stockholm Conference proved abortive and the Moscow Conference rejected the separate peace proposition, however, the Germans launched an offensive against the Russian line. The result was that within a few days of the conclusion of the Moscow Conference the German Squadron entered Riga Bay and the German army captured Riga on the 3rd instant. As to the future movements of the Germans nothing can be said with any degree of certainty, but one thing is certain, and that is that so long as the Russian troops are under the direction of the so-called Committees and are allowed to spend three hours every day in political debates they will not be able to make any stand against the German onslaught.

Inasmuch as a general demoralization prevails amongst the Russians in the north it would perhaps be too much to expect the Russians to hold the Moldavia

line intact. Many people hoped that the Russians would rally and hold their ground, but those who are well versed in their condition doubted whether the Russians would prove themselves equal to the task. Some are inclined to compare the present day Russians with the French revolutionaries of the eighteenth century. The comparison, however, is odious and ill-merited. Others attribute the Russian debacle to the inadequacy of war supplies that existed in pre-Revolution days. This view is also mistaken. The Russians are now plentifully provided with war supplies owing to the assistance given by the Allies. The real cause of the Russian degeneration is due to the poisonous influence exerted by the Workmen's and Soldiers' Council and so long as this committee remains at the head of the administration the regeneration of the Russian can hardly be expected. In the meantime, a serious crisis in Russia is growing imminent owing to the scarcity of food, the breakdown of transport facilities, and the dislocation of the system of distribution.

NOTICE.

DURHAM

DUPLIX

DOMINO

SAFETY RAZOR

Prices complete in Case

with 6 Blades.

\$2.75

See Our Window Display.

CAMPBELL, MOORE & CO.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

FOR SALE.

MOTOR CARS, MOTOR CARS

1917 Overland Touring Cars,

6 Cylinder, 7 Seater.

GEO. P. LAMMERT,

Duddell Street,

Hongkong, 18th February, 1917.

ASAHI BEER.



ASAHI BEER
(Mitsui Bussan Kaisha
Sole Agents)

POST OFFICE.

On and after the 1st October, 1917, the rate of postage on letters from Hongkong to Fuzhou, Chao Chuan, and Whampoa will be 4 cents for each ounce or fraction thereof.

Correspondence addressed to agency subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

IMPORT PROHIBITIONS.

The public are informed that the unmentioned articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coin and articles consisting partly of or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs insist that senders of parcels addressed to France, Corsica and Algeria must fill in the columns of the regular Customs Declaration particularly and exactly, (omitting none of the headings comprised therein).

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.
Tai Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.

Cheung Chow.—Week days, 7.30 a.m. and 3 p.m.
Sataukok, Shatin and Sheungshui.—Week days, 4 p.m.

Aberdeen, Aukau, Ping Shan, Sai Kung, San Tin and Stanley.—Week days, 4.30 p.m.
Canton, Samshui, and Wanchow.—Week days, 7.20 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.

Macao.—Week days, 7.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.

Kongmoon.—Week days, 6 p.m.; Except Saturdays, Sundays, 5 p.m.

Kamshui.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kaukung.—Week days, 6 p.m.; Except Saturdays, Sundays, 6 p.m.; Holidays, 6 p.m.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 9.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.

Canton.—Week days, 7.30 a.m.; 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shat K.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kongmoon.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kamshui.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kaukung.—Week days, 6 p.m.; Except Saturdays, Sundays, 6 p.m.; Holidays, 6 p.m.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 9.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.

Canton.—Week days, 7.30 a.m.; 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shat K.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

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Shat K.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kongmoon.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kamshui.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kaukung.—Week days, 6 p.m.; Except Saturdays, Sundays, 6 p.m.; Holidays, 6 p.m.

WEATHER REPORT.

September 21d. 11h. 45m.—No return from Japanese stations. Pressure has increased slightly over N. China, and decreased slightly elsewhere. The anticyclone remains stationary over N. China, and an area of relatively low pressure continues to cover the S. China Sea.

Moderate to fresh N.E. monsoon may be expected along the China coast and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 73.20 inches against an average of 73.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District.

Forecast.

N.E. winds, fresh; cloudy generally, cooler, probably some rain.

1 Hongkong to Gap Rock.

The same as No. 1.

2 Formosa Channel.

The same as No. 1.

3 South coast of China between H.K. and Lamook.

The same as No. 1.

4 South coast of China between H.K. and Hainan.

The same as No. 1.

China Coast Meteorological Register.

September 21, a.m.

Station.

Hour.

Barometer.

Temperature.

Humidity.

Wind.

Force.

Weather.

Victoria 5a 29.97 61 sw 6c

Nemuro 5a

Hakodate 5a

Tokio 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a

Kobe 5a

Yokohama 5a

Osaka 5a

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Shanghai 5a

Swatow 5a

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Yokohama 5a

Osaka 5a

Kyushu 5a

Naha 5a

Shanghai 5a

Swatow 5a

Taihou 5a

Taipei 5a

Tainan 5a